

# Swindon Borough Council

## Planning Committee

**Tuesday, 10 April 2018**

Council Chamber, Civic Offices

At 6.00 p.m.

### **Conservative Councillors**

*Kevin Parry  
Alan Bishop  
Malcolm Davies  
Nick Martin  
Eric Shaw  
Gary Sumner  
Timothy Swinyard*

### **Labour Councillors**

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

### **Liberal Democrat Councillors**

*Stan Pajak*

**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)

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## **AGENDA**

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

### **2. Declarations of Interest**

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

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

To receive the minutes of the meeting held on 13<sup>th</sup> March 2018

### **4. Public Question Time**

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

### **5. Determination of Planning and Related Applications (Pages 3 - 5)**

### **6. S/OUT/16/21 Outline Planning Application for the erection of up to 370 no. dwellings, a local convenience store/community facility, primary school, open space, landscaping, access points to and from Wanborough Road and northern site boundary and eastern boundaries and associated infrastructure: Redlands Eastern Villages Swindon (Pages 6 - 101)**

7. **S/17/1956 Erection of a local centre comprising retail units (A1 use class), community hall (D1 use class), day nursery (D1 use class) and 20 no. residential units with associated works: Local Centre (Parcels LC1 and LC2) Commonhead Swindon** (Pages 102 - 120)
8. **S/17/1948 Erection of 33 dwellings and associated works: Parcel P6b Commonhead Swindon** (Pages 121 - 137)
9. **S/17/1961 Erection of 28 dwellings and associated works: Parcels R7a and R7b Commonhead Swindon** (Pages 138 - 154)

**Date of Despatch:** 29 March 2018

**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, 13 MARCH 2018**

PRESENT: - Councillors Kevin Parry (Chair), John Ballman, Alan Bishop, Steph Exell, Nick Martin, Derique Montaut, Stan Pajak, James Robbins, Eric Shaw, Gary Sumner, Timothy Swinyard and Peter Watts.

Apologies for absence were received from Councillors Malcolm Davies.

**1. Declarations of Interest**

The Chair reminded Councillors to declare any known interests in any of the matters to be considered by the Committee.

Councillor Gary Sumner made a declaration of interest in respect of application numbered S/18/126 as he was the Chairperson of a local football club who could possibly use the proposed facility. He left the room for the voting in respect of this application.

**2. Minutes**

Resolved – That the minutes of the meeting held on 9<sup>th</sup> January 2018, be confirmed and signed.

**3. Public Question Time**

There were no public questions.

**4. 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 comments of Councillors Bob Wright and Julie Wright in respect of application numbered S/18/126
- (e) The comments of the following interested persons:-

<u>App No.</u>	<u>Name</u>	<u>Address/Organisation</u>
S/18/126	Jon Holloway	Applicant
	Pamela Freeguard	73 Gladstone Street
	Ms Robinson	Shrivenham Road
	Bryan Clinton	Swindon Harriers Athletics Club
	Helen Swanson	Drove School
	Steve Holmes	Swindon MIND
	Georgia Brown	CFFE
	Simon Stevenette	Christ Church



Resolved – (1) That permission to develop be granted in respect of application numbered S/18/126, subject to the conditions listed in the Committee Report.

(2) That, in respect of application numbered S/OUT/17/204; (a) the Planning Officer drew to the Committee's attention that paragraph 37 of the Committee report should read:

"In conclusion the Council acknowledges at present it cannot demonstrate a 5-year supply of housing in accordance with the NPPF and therefore paragraph 49 of the Framework is invoked. This means that conflict with SD2 of the Local Plan alone is insufficient to outweigh the benefits of the proposal, which would make a modest contribution of up to 8 dwellings towards addressing the shortfall. Other harm would need to be demonstrated in order to significantly and demonstrably outweigh the benefits of granting permission, as per paragraph 14 of the NPPF."

and (b) that permission be refused for the reasons set out in the Committee report.

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

**Planning Committee**

**Date: 10<sup>th</sup> April 2018**

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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: 10<sup>th</sup> April 2018**

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

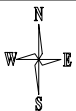
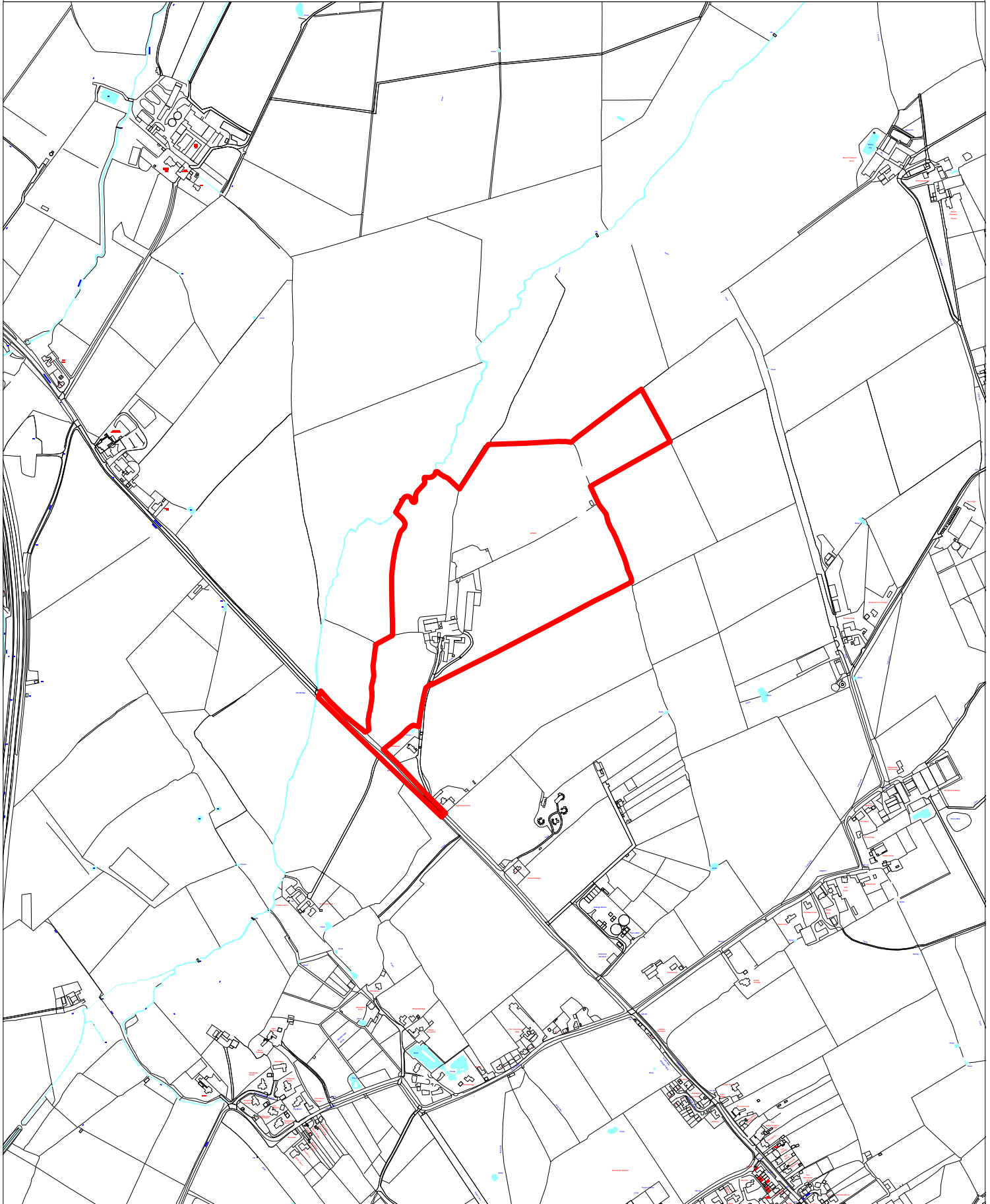
## **APPENDIX 1**

### **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
  - Highworth Neighbourhood Plan (2017): for applications in Highworth Parish
  - South Marston Neighbourhood Plan 2017
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

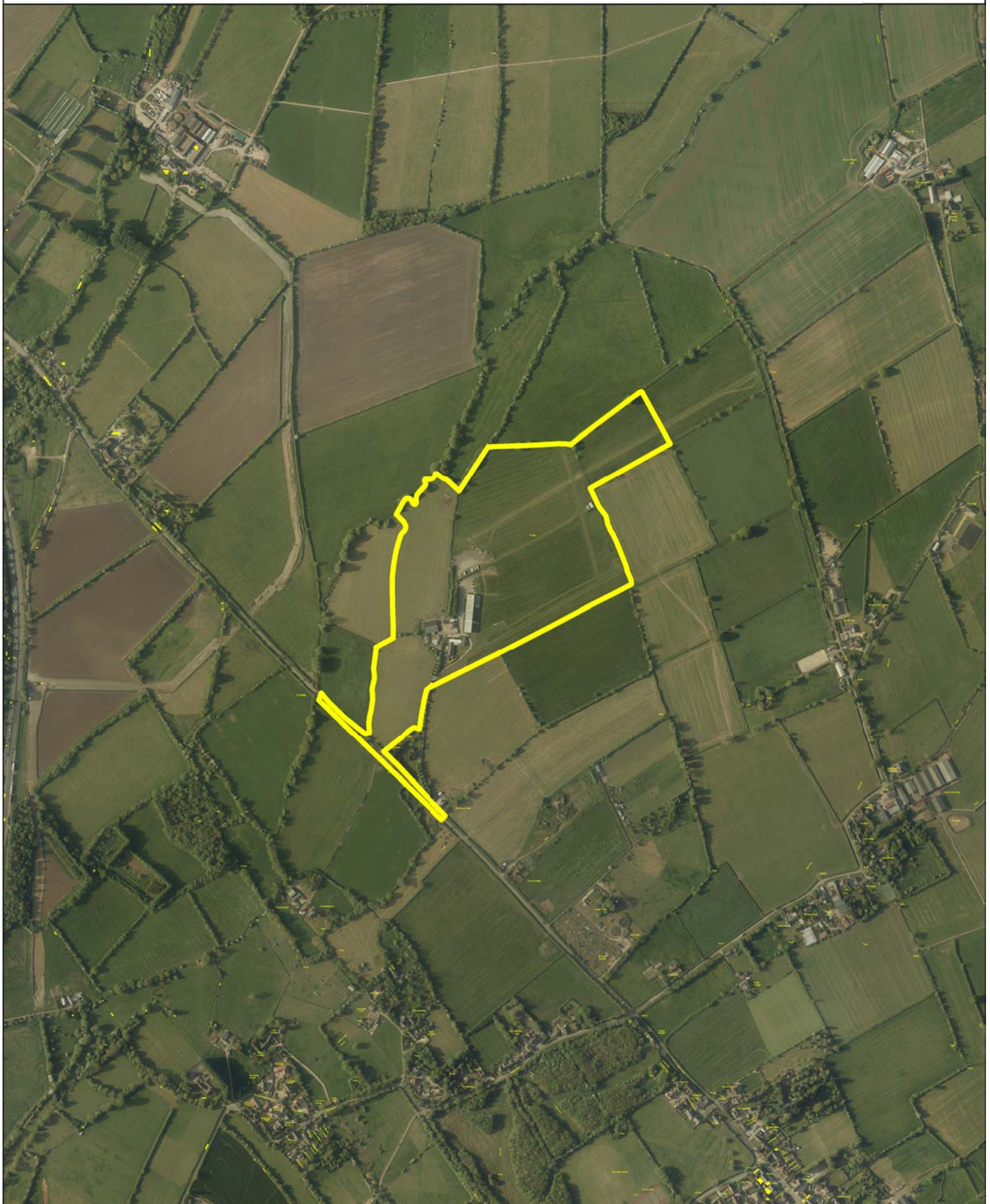
Outline Planning Application for the erection of up to 370no. dwellings, a local convenience store/community facility, primary school, open space, landscaping, access points to and from Wanborough Road and northern site boundary and eastern boundaries and associated infrastructure.

Redlands Eastern Villages Swindon Swindon



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.





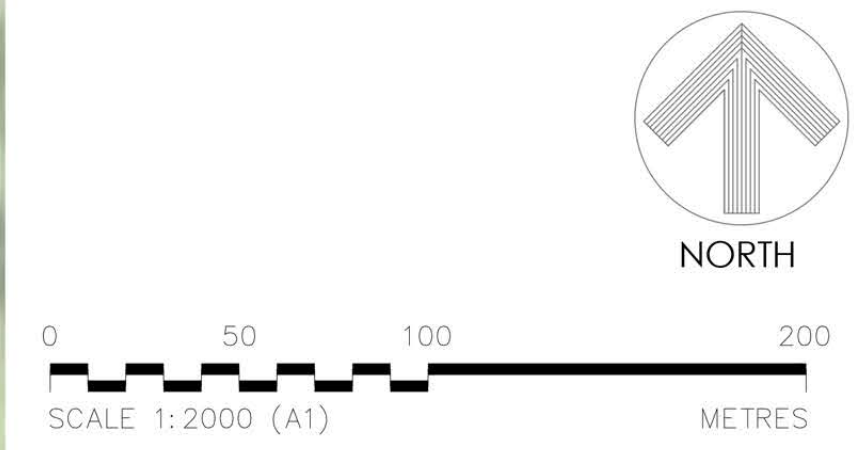
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.

In all cases references should be made to the submitted plans.





- KEY
- Site Boundary
  - Residential
  - Green Open Space
  - Key Village Squares
  - Community Facility
  - Allotments
  - Existing Trees and Hedgerows retained
  - Proposed trees
  - Attenuation features (Grass swales and Highways Edges)
  - Wet attenuation features
  - School site location for 2 form entry Primary School
  - Formal children's play (1no. NEAP, and MUGA, 6no. LEAPs and 2no. LAPs)



(F) School site relocated		18/06/16	
REV	DESCRIPTION	DATE	BY
DESIGNER			
One Creative Environments Ltd.			
5 The Triangle			
Wildwood Drive			
Worcester WR5 2QX			
Tel: 01905 362 300			
Fax: 01905 362 333			
e: reception@oneeltd.com			
CLIENT / CONTRACTOR / OPERATOR		CLIENT / CONTRACTOR / OPERATOR	



PROJECT TITLE  
Redlands, Swindon

DRAWN BY : HI	POSITION Arch	DATE : 08/06/16
CHECKED BY : Alison Potterton	POSITION Associate Director	DATE 10/06/2016
APPROVED FOR ISSUE BY : Alison Potterton	POSITION Associate Director	DATE 10/06/2016

DRAWING TITLE  
Illustrative Masterplan

IDENTIFICATION

DATE PRINT ISSUED  
7 June 2015

CAD File Name : P0340 DR-5-029 (F) Illustrative Masterplan with school site.dwg		SCALE : 1:1500
DRAWING STATUS		DRAWING SIZE :A1
DESIGNERS JOB NUMBER		REVISION
P0340 DR-5-029		(F)

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## COMMITTEE REPORT

**Item Number:** 6

**Application Number:** S/OUT/16/0021

**Ward:** Ridgeway

**Parish:** Wanborough

**Proposal:** Outline Planning Application for the erection of up to 370no. dwellings, a local convenience store/community facility, primary school, open space, landscaping, access points to and from Wanborough Road and northern site boundary and eastern boundaries and associated infrastructure.

**Location:** Redlands, Eastern Villages, Swindon

**Agent:**

Mr Patrick Downes  
Harris Lamb  
75-76 Francis Road  
Edgbaston  
Birmingham  
B16 8SP

**Applicant:**

Barberry Swindon Ltd  
C/o Agent

### Officer Report

#### 1 **Background**

- 1.1 This application relates to land at Redlands Airfield and has been brought before Planning Committee as it forms part of the New Eastern Villages (NEV) strategic allocation and due to an objection from Wanborough Parish Council.
- 1.2 The Swindon Borough Local Plan 2026 identifies the New Eastern Villages (NEV) as a strategic allocation to deliver sustainable, economic and housing growth including the provision of about 8,000 homes, 40 hectares of employment land and associated retail, community, education and leisure uses.

#### 2 **Summary of Recommendation**

- 2.1 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 8.156 to 8.186) of this report;
  - (b) The planning 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; and,



(c) The submission of a satisfactory Ecology Survey Update (as set out in paragraph 8.106)

- 2.2 The applicant has agreed to extend the period in which the application can be determined until Monday 30<sup>th</sup> April 2018. 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 NC3, IN1 and EN2 of the adopted Swindon Borough Local Plan 2026 and the provisions of the National Planning Policy Framework (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.*

### **3 Proposal**

- 3.1 This application seeks outline planning permission for the erection of up to 370 dwellings, as part of the New Eastern Villages (NEV) strategic allocation. This application also seeks approval for means of access to the site provided by the formation of a new access from Wanborough Road. All other matters relating to the appearance, landscaping, layout and scale are reserved for subsequent approval.
- 3.2 The outline application is accompanied by an Illustrative Masterplan (IM) and Design & Access Statement (DAS) to indicate the potential form and layout of the development, which will also include a primary school, a local shop (or community facility) and open space. The primary means of access to the development would be through the creation of a new access which would involve the realignment of the existing Wanborough Road to create a priority junction in to the Redlands development. The existing access to Redlands Airfield would no longer form part of the public highway and a number of traffic calming measures are also proposed for Wanborough Road. A new access point on the northern boundary of the site will also be created to connect to the other development islands within the New Eastern Villages (NEV).
- 3.3 The application site of the proposed residential development has an approximate area of 19 hectares (ha). The IM demonstrates the proposed layout to be principally structured around a central avenue connecting the two main accesses, with a 2.2ha primary school site located towards the southern boundary. North of the primary school is the village square which includes the location for a convenience store or potential community facility. A centrally located village green, to the east of the square, forms a focus for the 6ha of green infrastructure which includes open space (formal and informal), children's play areas, allotments and drainage and attenuation features. The children's play areas are located

throughout the site, including a variety of types for both children and teenagers.

- 3.4 The DAS indicates housing densities will be between 20 and 45 dwellings per hectare (dph), with higher densities proposed towards the heart of the development along the primary road network, with lower densities proposed towards the periphery of the development. At key locations within the site, 2.5 storey buildings will be used as marker buildings, whilst the remainder of the site will primarily consist of 2 storey buildings.

#### **4 Site and Surroundings**

- 4.1 The application site is located to the east of Swindon and currently comprises an airfield and agricultural land. The 19ha site is north-east of Wanborough Road and approximately 1 kilometre (km) east of the A419. Wanborough village is approximately 1.3km to the south, whilst the villages of Hinton Parva, Bishopstone and Bourton are located further to the south and east.
- 4.2 The site comprises a mix of existing uses including:
- Redlands Airfield comprising hangar, storage building, customer café and refreshment area, offices and work stations;
  - customer and staff car park, access road;
  - agricultural land with hedgerows and trees;
  - agricultural out buildings; and
  - grass runway.
- 4.3 The site is relatively rural in character with hedgerows located throughout the site and on a majority of the field boundaries. To the north and west of the site lies Liden Brook, a tributary of the River Cole, forming part of the site boundary. The site is predominantly flat, with the highest land located on the southern boundary being approximately 99.8m AOD. It slopes downwards to the north, with the land adjoining the Liden Brook being approximately 93.6m AOD.
- 4.4 Access to Redlands Airfield is currently from Wanborough Road. An avenue of trees line the current access and are protected by a Tree Preservation Order No. 1 2014 (Land at Eastern Villages, Swindon), which covers the whole of the application site including individual and grouped trees. The nearest Public Rights of Way are south-west of the site (south-west of Wanborough Road) and east and south-east of the site around Horpit.
- 4.5 Lower Wanborough is the closest Conservation Area located approximately 1.3km to the south. There are no listed buildings on or adjacent to the application site. The closest listed buildings are at Foxbridge Farm and Horpit.
- 4.6 The North Wessex Downs AONB is located approximately 2km to the south of the site.

- 4.7 The application site is located within the New Eastern Villages (NEV) Strategic Allocation boundary, as defined by Policy NC3 of the Swindon Borough Local Plan 2026 and the Policies Map.

## **5 Site History**

- 5.1 There are numerous planning applications since 1990 relating to the temporary use of the land and buildings for microlight flying. Planning permission was granted in 1998 (ref: T/98/0298) for using the land and buildings for microlight storage, flying and instruction, subject to a number of conditions. The granting of planning permission in 2001 for one light aircraft to operate from the site formally permitted skydiving activity at the site. Subsequently, numerous applications have been granted for the continued use of buildings for storing aircraft, the operation of skydiving activities and the erection of agricultural buildings at the site.
- 5.2 A formal planning pre-application for residential development was submitted in 2015, leading to a number of meetings and negotiations between the applicants and Council Officers. The final report outlined the key recommendations from the Local Planning Authority (LPA) including the required provisions to achieve sustainable development such as sufficient retail and education facilities, high quality design, the required levels of green infrastructure and open space, and appropriate contributions towards infrastructure to mitigate the impact of the development.

## **6 Procedural Matters**

- 6.1 The application is accompanied by an Environmental Statement (ES) as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. Officers consider that the environmental information provided as a whole meet the requirements of the EIA Regulations. Sufficient information has been provided for a thorough assessment of the environmental impacts of the application.

## **7 Representations**

- 7.1 A full schedule of summarised comments is provided at the end of this report at Appendix B.

### **Statutory and External Consultees**

- 7.2 Environment Agency: No objection; subject to conditions.
- 7.3 Highways England: No objection; subject to conditions.
- 7.4 Historic England: No objection.
- 7.5 Natural England: No objection in principle.

- 7.6 Network Rail: Request contributions towards rail infrastructure.
- 7.7 NHS: No objection.
- 7.8 North Wessex Downs AONB: No objection.
- 7.9 Sport England: Object on the grounds that insufficient outdoor sports provision is provided.
- 7.10 Thames Water: No objection; subject to conditions.
- 7.11 Wiltshire Fire and Rescue: No objection; subject to water supply and hydrants provided on site.

**Internal Consultees**

- 7.12 Arboriculture: No objection.
- 7.13 Archaeology: No objection; subject to conditions.
- 7.14 Conservation: No objection in principle; however require further clarity on a number of issues.
- 7.15 Education: No objection; subject to the provision of land and financial contributions.
- 7.16 Environmental Health (Contamination): No objection; subject to conditions.
- 7.17 Environmental Health (Noise): No objection; subject to conditions.
- 7.18 Environmental Health (Pollution): No objection.
- 7.19 Forward Planning: No objection; subject to the provision of the northern link with the wider New Eastern Villages (NEV).
- 7.20 Highways: No objection; subject to conditions.
- 7.21 Housing: Request the delivery of affordable housing.
- 7.22 Landscape: Raise a number of concerns in relation to the boundary treatments, children's play facilities and SUDS (sustainable drainage system) features.
- 7.23 Lead Local Flood Authority (LLFA): No objection; subject to conditions.
- 7.24 Policy (Accessibility): No objection; subject to conditions.

- 7.25 Public Health: No objection; subject to detailed design.
- 7.26 Urban Design: Require the northern link to the rest of the New Eastern Villages (NEV) to be provided and raise a number of concerns with the proposed layout.

**Parish Councils (Swindon Borough unless stated):**

- 7.27 Wanborough Parish Council: Object to the proposed development. The key areas of concern include:
- The proposal is out of phase so would not provide sufficient infrastructure.
  - There is no access from the site to Wanborough or Covingham.
  - Lack of details on the proposed bus service.
  - There would be severe impacts from the construction traffic.
  - The development would increase the risk of flooding in the area.
  - There is a lack of infrastructure to support the proposed development.
  - The proposal may adversely impact the AONB.
  - Thames Water have stated there is insufficient capacity to meet demand.
- 7.28 Bishopstone Parish Council: Object to the proposal on the grounds of increased traffic and lack of infrastructure.
- 7.29 Bourton Parish Council (Vale of White Horse): Object to the proposal on the grounds of unsustainable development, impact on the AONB and impact on traffic.
- 7.30 Covingham Parish Council: Object to the proposal on the grounds of unsustainable development, impact on traffic and flooding issues.
- 7.31 Liddington Parish Council: Object to the proposal on the grounds of unsustainable development, impact on traffic and lack of infrastructure.
- 7.32 Nythe Parish Council: Concerned that the proposal would increase flooding issues in the area.
- 7.33 South Marston Parish Council: Suggest improved pedestrian and cycle connections between the New Eastern Villages (NEV) and Wanborough.
- 7.34 Stratton St Margaret Parish Council: Concerned that the proposal would increase traffic in the area.

**Third Party Representations:**

- 7.35 Ramblers Association: Suggest that the New Eastern Villages (NEV) should have a comprehensive network of pedestrian routes connecting the proposed development islands.

7.36 Residents: 161 letters of objection were received in relation to the initial consultation of the application and 25 were received as part of the revised consultation. The primary reasons for objecting to the application are as follows:

- Increased traffic and rat-running on the existing road network and in the surrounding villages
- The proposed development is out of phase.
- There is a lack of infrastructure and facilities to accommodate a development of 370 dwellings.
- The development is not in keeping with the surrounding area and would have a harmful impact on the character of Wanborough Road and the AONB.
- The development is too close to Wanborough and would increase pollution and litter.
- The proposed development would unacceptably increase traffic in the surrounding villages.
- The existing water and waste infrastructure is not sufficient to be able to accommodate the proposed development.
- The surrounding area is prone to flooding and the proposed development would result in the loss of drainage land.
- The proposed scheme would result in a loss of environment for a number of animals.

7.37 8 letters of support were received in relation to the application. The primary reasons for supporting to the application are as follows:

- A good mix of housing is proposed
- The loss of the airfield would reduce noise issues
- The high calibre design of the scheme will make it a sought after location and generate a vibrant new community
- Pleased that other features such as a school, shop, allotments and links to other villages will be provided
- Good amount of green space preserving the village ethos
- Redlands is allocated for housing development within the Swindon Borough Local Plan 2026

7.38 Wanborough Anti-Flood Group: Concerns are raised with regard to the traffic generated by the proposed development and the provision of other community infrastructure such as health care and education. Concerns also relate to the effectiveness of the proposed drainage solutions and the potential impact on the existing area.

## **8 Planning Considerations**

8.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The planning policy context is set out below, together with the key planning

considerations relating to the proposal.

## **Policy Context**

### National Planning Policy Framework (NPPF) (2016)

- 8.2 The National Planning Policy Framework (NPPF) (2012) details the national planning policies for England. It sets out the presumption in favour of sustainable development to ensure that a development proposal that accords with an up-to-date development plan is approved without delay. The planning system performs three roles in achieving sustainable development, namely the economic, social and environmental. The NPPF states that these roles are mutually dependant and that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
- 8.3 In regards to housing applications, these should be considered in the context of the presumption in favour of sustainable development and if a local planning authority cannot demonstrate a five year housing supply, relevant policies regarding the supply of housing should not be considered up to date (para 49).
- 8.4 For larger scale development, a mix of uses should be provided to ensure there are opportunities to undertake day to day activities. Key facilities such as primary schools and local shops should be located within walking distance of properties (para 38).
- 8.5 The Planning Practice Guidance (PPG) provides additional advice on the principles brought through the NPPF.

### Swindon Borough Local Plan 2026 (2015)

- 8.6 The Swindon Borough Local Plan 2026 was adopted by Swindon Borough Council on the 26th March 2015. The Swindon Borough Local Plan is now part of the Development Plan for Swindon. The policies of the Swindon Borough Local Plan 2026 (Local Plan) relevant to this application are:
- SD1 - Sustainable Development Principles;
  - SD2 - Sustainable Development Strategy;
  - SD3 - Managing Development;
  - DE1 - High Quality Design;
  - DE2 - Sustainable Construction;
  - EC3 - The Role of the Centres and Main Town Centre Uses
  - HA1 - Mix; Types and Density;
  - HA2 - Affordable Housing;
  - HA3 - Wheelchair Housing;
  - TR1 - Sustainable Transport Networks;
  - TR2 - Transport and Development;

- IN1 - Infrastructure Provision;
- IN2 - Water Supply and Wastewater;
- IN3 - ICT and Telecommunications;
- CM1 - Education;
- CM2 - Active; Healthy and Safe Lifestyles;
- CM3 - Integrating Facilities and Delivering Services;
- EN1 - Green Infrastructure Network;
- EN2 - Community Forest;
- EN3 - Open Space;
- EN4 - Biodiversity and Geodiversity;
- EN5 - Landscape Character and Historic Landscape;
- EN6 - Flood Risk;
- EN7 - Pollution
- EN9 - Contaminated Land;
- EN10 - Historic Environment and Heritage Assets; and
- NC3 - New Eastern Villages.

Wiltshire and Swindon Waste Core Strategy (2009)

- 8.7 The adopted Wiltshire and Swindon Waste Core Strategy Policy WCS6 'Waste Reduction and Auditing' applies to all major development.

Community Infrastructure Levy (CIL) Charging Schedule (March 2015)

- 8.8 Swindon Borough Council adopted the Community Infrastructure Levy (CIL) Charging Schedule on March 2015 which became effective from 6th April 2015. The application site is located within Residential Zone 1 (Swindon's New Communities), which has a £0 CIL charging rate.

Supplementary Planning Documents (SPDs)

- 8.9 The Council has adopted a number of Supplementary Planning Documents (SPDs) which are material considerations for the purpose of making planning decisions on New Eastern Villages (NEV) applications.

*Swindon Residential Design Guide Supplementary Planning Document (SPD) (June 2016)*

- 8.10 The adopted Swindon Residential Design Guide SPD ('Design Guide SPD') seeks to ensure that high quality design is realised through development proposals in Swindon. It sets out clear principles and guidelines to enable high quality design and shape new development.

*Inclusive Design Access for All Supplementary Planning Document (SPD) (2011)*

- 8.11 The Inclusive Design Access for All SPD ('Access for All SPD') seeks to create sustainable communities which are places in which people want and are able to



live and work, now and in the future. These sustainable communities should meet the diverse needs of existing and future residents, be sensitive to their environment and contribute to a high quality of life.

*New Eastern Villages (NEV) Planning Obligations Supplementary Planning Document (SPD) (October 2016)*

- 8.12 The adopted New Eastern Villages (NEV) Planning Obligations SPD ('Planning Obligations SPD') sets out the Council's approach to securing planning obligations at the New Eastern Villages (NEV). The approach detailed in this SPD seeks to achieve the effective delivery of infrastructure to achieve sustainable growth at the New Eastern Villages (NEV) by ensuring that necessary infrastructure is delivered in the right place, at the right time.

*New Eastern Villages (NEV) Framework Travel Plan Supplementary Planning Document (SPD) (2016)*

- 8.13 The NEV Framework Travel Plan SPD ('Travel Plan SPD') outlines the principles and suggested management mechanisms to reduce the number of car trips within and to the New Eastern Villages (NEV). A well connected layout to enhance pedestrian and cyclist permeability, as well as providing priority to public transport vehicles, are some of the primary approaches to reduce car dependency and achieve sustainable development.

*SuDS (Sustainable Drainage Systems) Vision for the New Eastern Villages (NEV) Supplementary Planning Document (SPD) (2017)*

- 8.14 The SuDS Vision for New Eastern Villages (NEV) SPD ('SuDS Vision SPD') elaborates on national and local policy by providing guidance on how to incorporate SuDS within development proposals, to ensure an integrated and sustainable approach to drainage throughout the allocation.

*New Eastern Villages (NEV) Green Infrastructure (GI) Supplementary Planning Document (SPD) (2017)*

- 8.15 In accord with the Local Plan, Green Infrastructure (GI) is defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. The New Eastern Villages Green Infrastructure Supplementary Planning Document ('NEV GI SPD') outlines a number of key GI principles to provide guidance on the GI expectations within the New Eastern Villages (NEV).

*New Eastern Villages (NEV) Island Bridge Vision Supplementary Planning Document (SPD) (2017)*

- 8.16 The New Eastern Villages (NEV) Island Bridge Vision SPD ('Bridge Vision SPD') seeks to provide the framework for connectivity between the New Eastern Villages (NEV) development islands.

*The Eastern Villages draft Supplementary Planning Document (SPD) (2013) and South Marston draft Supplementary Planning Document (SPD) (2013)*

- 8.17 The Council published the Eastern Villages draft Supplementary Planning Documents (SPD) in July 2013 for consultation until August 2013. This consultation followed a consultation in 2009 on a previous draft Supplementary Planning Document 'the Eastern Development'. The 2009 consultation for the 'Eastern Development' SPD included a series of public meetings, exhibitions and key stakeholder workshops and more than 1,700 responses were received. As a result of these responses, the New Eastern Villages (NEV) draft SPD was significantly revised, following the changes made to the allocation for development in the former Core Strategy, now taken forward in the Local Plan. The draft SPDs (2013) provide some guidance for the direction and delivery of development in conjunction with Policies NC3 and RA3 of the Local Plan.

Wanborough Neighbourhood Plan

- 8.18 A Regulation 14 consultation was undertaken on the Wanborough Neighbourhood Plan (WNP) in 2014. The Council provided comments at this stage, however the preparation of the WNP has stalled and not been pursued since.

**Principle of development**

- 8.19 Policy SD1 of the Local Plan sets out the sustainable development principles that underpin the Local Plan, in the form of eight sustainable development criteria which seek to deliver the Sustainable Development Strategy identified within Policy SD2 of the Local Plan. Paragraph 3.7 of the Local Plan explains the sustainable development principles are a combination of factors to help ensure that new development minimises and mitigates its impact where it is proposed, by providing adequate and accessible services and facilities for the occupiers of the new development and overall delivers a balanced development which respects the social, environmental and economic demands placed upon it.
- 8.20 The Development Strategy is clearly defined in Policy SD2 of the Local Plan, and seeks to concentrate development at Swindon within the urban area, and at allocated strategic sites including the New Eastern Villages (NEV). Policy SD3 of the Local Plan reflects the NPPF's presumption in favour of sustainable development and the need for a positive approach to considering development proposals. The LPA will work jointly with applicants to find solutions, therefore proposals will be approved wherever possible, and to secure development that improves the economic, social and environmental condition, and promotes health and well-being, for those people living and working in Swindon Borough.
- 8.21 Policy NC3 of the Local Plan supports the delivery of a comprehensive and sustainable mixed-use urban extension including about 8,000 homes in the form of distinct inter-connected villages. The New Eastern Villages (NEV) Inset

Diagram (Figure 11) within the Local Plan shows the indicative development islands within the New Eastern Villages (NEV). Policy SD2 specifies that 6,000 dwellings should be provided at the New Eastern Villages (NEV), which in the context of this policy is that part of the strategic allocation south of the A420.

- 8.22 The proposed development would significantly contribute towards the health and well-being of the future occupants through the provision of over 6ha of open space, children's play areas, allotments; as well as a contribution towards off-site sports facilities. Further to this, the creation of a healthy, safe and inclusive community will be promoted through a 2.2 ha primary school site and convenience store, in addition to financial contributions towards the wider community services within the New Eastern Villages (NEV) such as the health facility and secondary school.
- 8.23 To achieve a series of interconnected villages, in accordance with Policy NC3 and the Bridge Vision SPD, vehicular links are required between the individual villages including a connection from Redlands to the north. Contributions towards the Bridge Vision SPD have been secured. Comprehensive pedestrian and cycle links will be provided to Wanborough, Covingham and the other New Eastern Villages (NEV) villages, with traffic calming features on Wanborough Road increasing the attractiveness for non-vehicular users. Officers are therefore satisfied that the day-to-day needs of the future residents can be met in a sustainable manner.
- 8.24 Whilst a small area of the application site is located outside of the New Eastern Villages (NEV) strategic allocation site boundary and within the area of non-coalescence (approximately 0.7ha), it primarily forms part of the access to the site and as such is not considered to be development that that would constitute harm to the character or identity of Wanborough, Bishopstone or Bourton.
- 8.25 The submitted IM demonstrates how a 370 dwelling mixed use scheme can be accommodated on the application site and the key features which must be taken forward to the more detailed aspects of the planning process in order to achieve sustainable development. The IM also sets out the key parameters and land uses of the proposed scheme and where they will be located. This plan will be conditioned to ensure reserved matters and design codes come forward in broad accordance with the proposals submitted. Detailed matters relating to the layout, appearance, scale and landscaping will be submitted for subsequent approval at the reserved matters stage. The outline planning application demonstrates an appropriate scheme, to be located within one of the development islands of the New Eastern Villages (NEV) strategic allocation; the principle of development therefore conforms with the provisions of the NPPF and Local Plan.

#### Residential Quantum, Phasing and Density

- 8.26 The application proposes up to 370 dwellings, primary school site and shop

across a 19ha site. A number of comments submitted in relation to application object to the quantum of development being too high. The site is within the WNP Area, with the draft WNP stating that development at Redlands should be a small scale development of 30-50 houses.

- 8.27 The Local Plan Inspector refers in his Report to potential development at Redlands following representations on this matter presented before and during the examination:

*“An estimated 30-40 dwellings on the site would make a relatively modest contribution to the total capacity of the new community at the NEV to address Swindon’s strategic housing needs and would conform to Government policy, as expressed in the Framework, to boost significantly the supply of housing. I therefore consider that the exclusion of Redlands Farm and Airfield from the NEV is not justified on soundness grounds” (para 186).*

- 8.28 Whilst this refers to a quantum of development substantially below the submitted application, the Inspector did not issue a modification to the effect of limiting the scale of development at Redlands. Figure 11 of the Local Plan illustrates the indicative development island locations and areas, and suggests that the dwelling numbers proposed within this application is a more appropriate quantum to achieve the densities required within Policy NC3. In addition, the adopted Planning Obligations SPD states that 300-400 dwellings would be an appropriate number of dwellings for this village. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. By virtue of the WNP being at an early stage and not currently being pursued, significant weight cannot be attributed to it at present. With respect to the quantum of development, the proposal accords with the development strategy as specified in Policies SD2 and NC3.

- 8.29 Figure 11 of the Local Plan illustrates the broad areas of development with indicative housing figures and anticipated delivery timeframes. The application site is shown within phase 3 (2021/2022-2025/2026). Paragraph 5.89 acknowledges that the housing figures and anticipated timeframes are indicative and progress on the differing development islands will be dependent on the necessary infrastructure being delivered. Therefore if infrastructure is already in place, there is potential for the delivery of development to be accelerated. The early delivery of any of the sites should not compromise the delivery of the overall infrastructure required to support the completed New Eastern Villages, as detailed within the Local Plan. Furthermore paragraph 5.90 of the Local Plan states that whilst it is anticipated development will progress broadly in a north to south direction, supporting delivery of key infrastructure, it is recognised that there will be opportunities for development to progress on a range of sites within the New Eastern Villages (NEV) at differing periods to that identified on the inset map. These would be dependent on access arrangements and other policy requirements including the provision and timely delivery of necessary

infrastructure and appropriate mitigation of development impacts. The application proposes infrastructure to support the new community including a primary school site, local shop, open space and pedestrian/cycle connections to the wider New Eastern Villages (NEV) and Wanborough, whilst contributions towards strategic facilities such as health and sports facilities are also secured. These facilities, in conjunction with comprehensive delivery of the New Eastern Villages (NEV), is such that Officers consider that this proposal will be brought forward in a sustainable timeframe.

- 8.30 Policy HA1 states that there should be a design led approach to housing density and that densities can help define the character of new housing development. Policy NC3 requires the New Eastern Villages (NEV) to have an overall average housing density of 40 dwellings per hectare (dph). This is clarified in paragraph 5.58 of the Local Plan which states this should be flexibly applied to ensure that the density reflects the design objectives and not the other way round. The submitted Supporting Planning Statement suggests a housing density of about 34 dph, based on the development area. By virtue of the application site being located on the south-western fringe of the New Eastern Villages (NEV), a lower housing density is expected to reflect the surrounding landscape and rural character; the application is therefore considered to comply with these requirements of Policy NC3.

#### Retail and Community Uses

- 8.31 Policy NC3 of the Local Plan states that *“a network of Local Centres that offer retail provision of a scale that meets the daily shopping needs of the communities they serve”*. A local convenience store with a retail floorspace of approximately 235m<sup>2</sup> is proposed as part of the application. Policy EC3 (d) of the Local Plan requires a Retail Impact Assessment for all retail development with a floorspace exceeding 600 m<sup>2</sup> to ensure they would not have an adverse impact on Swindon Town Centre or the hierarchy of centres, including the proposed New Eastern Villages (NEV) District Centre. The proposed retail unit would serve the daily needs of local community and as such is not considered to provide competition for Swindon Town Centre or the hierarchy of centres including the New Eastern Villages (NEV) District Centre. The proposed unit would also be significantly below the threshold requiring the submission of a retail impact assessment and as a result is considered to comply with this element of Policy EC3.
- 8.32 Several representations raise concerns about the potential viability of a retail unit for a community the size of Redlands. Whilst it is envisaged that it would be commercially operated, there are a number of other options including a local farm or community group. To ensure the building can operate flexibly to meet the needs of the community, in the event that the shop is unable to operate effectively, the building should be made available for community use. This approach is considered to meet the requirements of Policy CM3 of the Local Plan which seeks to increase local and integrated service delivery for local communities. It also supports flexible multi-use buildings in public and community ownership.

### Other

- 8.33 Paragraph 112 of the NPPF requires LPA's to *"take into account the economic and other benefits of the best and most versatile agricultural land"*. Whilst not scoped within the ES, it identifies the land as being used as an airfield and for agricultural use, which is primarily Grade 4 (poor) and partially Grade 3 (good to moderate). As the airfield currently operates for commercial companies running skydiving, pilot training and aircraft storage, it is inevitable that the closure of the airfield would result in the loss of some commercial activity. The agricultural land lost is not considered high quality, whilst the closure of the airfield is not considered to have significant economic consequences. The wider benefits brought by the proposed development, including the supply of housing and infrastructure provision, are therefore considered to outweigh the closure of the airfield and loss of the agricultural land in this particular instance.
- 8.34 This application proposes development that contributes towards the overall objectives of housing delivery in accordance with the Local Plan. It is located within the New Eastern Villages (NEV), a strategic site allocated through Policy NC3 of the Local Plan, and will contribute towards community facilities and supporting infrastructure. The principle of the development is acceptable as the proposal is considered to provide sustainable development in accordance with the relevant national and local policies.

### **Transport and Highways**

- 8.35 Section 4 of the NPPF promotes sustainable transport measures, particularly those which contribute towards the wider sustainability and health objectives. It also highlights the important role that the smarter use of technology can have in reducing the need to travel and balancing the transport system in favour of sustainable transport measures such as walking, cycling and quality public transport as an alternative choice to the private car.
- 8.36 Policies TR1 and TR2 of the Local Plan 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. They also seek to reduce the need to travel and support and encourage sustainable, safe and efficient movements throughout the Borough. Policy NC3 of the Local Plan requires the provision of sustainable transport links including walking and cycling network improvements.
- 8.37 The Planning Obligations SPD outlines a number of strategic and local infrastructure needs, and specifically identifies those required at Redlands on a village proforma.
- 8.38 The Development Control Guidance Note (DCGN) Technical Guidance on Parking Standards sets out the current parking requirements for development.

### Transport Impact

- 8.39 The application is accompanied by a full Transport Assessment and associated technical notes and appendices, which have been comprehensively reviewed. The NPPF (para. 32) requires developments to provide sustainable transport opportunities; that safe and suitable access to the site can be achieved by all; and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF is clear that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”* (para. 32).
- 8.40 The development proposals incorporate the provision of up to 370 dwellings, land to be made available for a primary school (two form entry) and a local convenience store. The forecast traffic impact from the proposed development, has been fully considered within the wider infrastructure required for the New Eastern Villages (NEV), including the delivery of the Southern Connector Road (SCR) which will provide a direct link from Wanborough Road with Commonhead Roundabout. In addition, improvements to the A419 and A420 corridors will reduce rat-running through the surrounding villages.
- 8.41 Additional funding is being sought to support early delivery of the transport interventions identified in the Planning Obligations SPD, which are required to mitigate the cumulative impact of development at the New Eastern Villages (NEV). An allocation of £48.7m is made through the Local Growth Deal (LGD) and within this, the Department for Transport (DfT) has made provisional funding allocation specifically for improvements at White Hart junction and the delivery of the SCR. Detailed business cases for these schemes are currently being prepared, with the support of the Swindon and Wiltshire Local Enterprise Partnership, and both schemes are programmed for completion by 2021.

#### Highway Authority Schemes

- 8.42 To support long term sustainable development, the comprehensive delivery of the highways and transport network will also be required. As a result the Council are also leading on the delivery of improvements to Gablecross and the Police Station junctions, White Hart Junction, Nythe Road/Oxford Road and Greenbridge Roundabout junctions along the A420/Oxford Road Corridor. Given the complexities and delivery programme of the overall allocation, the Council will also manage the delivery of improvements to a number of junctions to the west of the A419, the construction of Great Stall Bridge crossing the A419 and delivery of the SCR, an access road from the southern edge of the New Eastern Villages to Commonhead Roundabout. These highway improvements are part of the New Eastern Villages (NEV) Transport Package.
- 8.43 The aim of each scheme will be to deliver junction and road improvements at specific locations, but collectively increase the capacity, reduce journey time delays and hence improve the attractiveness for drivers to use the A420 and A419 corridors and avoid rat-running in surrounding areas.

- 8.44 The developers interaction with the Council led schemes is to provide timely and proportionate contributions to the highway schemes, which will be delivered to mitigate their trip impact.

#### Means of Access

- 8.45 Policy NC3 promotes the delivery of a series of new inter-connected distinct villages. The primary access to the site in the short term will be from Wanborough Road, which will be remodelled as part of the application. The alterations include redirecting the priority of Wanborough Road into the development, with a subsidiary road then continuing on to Wanborough village. The principle aim of this design is to ensure that traffic that may consider rat-running through Wanborough to access the M4 at Junction 14 would need to give way to traffic entering and exiting the application site. Whilst this may introduce a slight hindrance for vehicle movements to and from Wanborough, the wider benefits to the highway network include the reduction in local vehicular speeds, reduced traffic flow through the constrained village highway network and improved local safety.
- 8.46 The existing access serving Redlands Airfield, otherwise known as Stratton Road, will be stopped up to vehicular use and retained for pedestrians and cyclists, maximising sustainable access and providing connectivity to the wider New Eastern Villages (NEV) movement network.
- 8.47 A further access to the north to connect Redlands village with the wider strategic and community facilities such as the Secondary School and District Centre, is required to achieve comprehensive and sustainable development. In line with the Planning Obligations SPD and Bridge Vision SPD, which inform the delivery of the highway links between development islands, a proportionate financial contribution is required. The contribution will be included within the S106, whilst there is also a commitment to construct a road and pathway to the edge of the site boundary to aid delivery.

#### Site Layout

- 8.48 Policy TR1 of the Local Plan, seeks to promote safe and healthy lifestyles through maximising opportunities to cycle and walk; reducing severance caused by transport corridors and the dominance of the car on the streetscene; and overlooking and surveillance of bus stops, car parks, footpaths and cycleways.
- 8.49 The proposed site layout is broadly considered acceptable in highways terms, although it is suggested that further consideration be given to the linkages with Lower Lotmead through the development site to the northern access, and to connecting to the access on Wanborough Road. This route should be appropriately designed so as to avoid being an attractive route for the wider New Eastern Villages (NEV) residents to access Wanborough Road, in accordance with Policy NC3.



- 8.50 Policy CM2 of the Local Plan seeks to promote active, healthy and safe lifestyles through increasing opportunities to walk and cycle and encouraging more sustainable travel choices. The IM details an indicative network of pedestrian and cycle routes throughout the application site and linking with the wider New Eastern Villages (NEV).

#### Impact Mitigation

- 8.51 Local Plan Policy NC3 requires developments to provide “*measures to minimise rat-running through existing adjacent villages and east Swindon*”. On the approach to and within the village of Wanborough, and surrounding areas and villages, a detailed traffic calming and management scheme has been developed to address specific localised issues, including perceived peak hour congestion, high road speeds and difficulties arising from inconsiderate or difficult parking situations. This overall traffic calming and management scheme will, wherever possible, be delivered by individual developments served from Wanborough Road as ‘works in kind’, with remaining elements subject to secured S106 contributions.
- 8.52 In addition to the altered priority junction, this proposal seeks to reduce the attractiveness of Wanborough Road through enhanced gateway features, road markings and signage. As illustrated on the submission documents, a scheme to deliver a footway/cycleway between Wanborough and the existing footpath link at Covingham is proposed, for which further details would be required through the discharge of conditions. These works should consider the potential impact on the existing character of Wanborough Road, and will significantly contribute towards the overall traffic management and calming scheme; as a result further contributions towards the remainder are not required.
- 8.53 The proposed footway/cycleway works would result in the narrowing of Wanborough Road. The Local Highway Authority (LHA) consider the straight flat geometry of the road, combined with a regular width of circa. 6m, to be instrumental in facilitating the high speeds recorded. In this regard a reduction to 5.5m, which allows for two-way slow HGV traffic, or even 4.8m, to allow HGV’s to pass cars, would appear sufficient to accommodate the projected mix of traffic and further reduce traffic speeds.
- 8.54 Further mitigation in the form of banning the southbound left turn from the development access towards Wanborough has been proposed by locally concerned parties. Upon consideration of this proposal, the LHA have raised concern that such an approach would further result in an increased rat-running impact upon Covingham and surrounding areas, thereby moving the issue rather than resolving it. Such a measure would also restrict access to facilities within Wanborough, which may rely upon wider patronage and benefit from access to the developments new communities. With specific regard to the forecast traffic flows through Wanborough without restriction, the submitted transport assessment concludes that the additional two way flows towards Wanborough amount to 53 vehicles in the AM peak (8am-9am) and 57 vehicles in the PM peak (5pm-6pm) for the modelled 500 dwellings; the remainder of generated vehicles

from this larger and not applied for development, being 210 vehicles and 227 vehicles (for the AM and PM peaks respectively) travel northbound towards the Swindon urban area.

- 8.55 The level of traffic growth illustrated by the development is not considered severe and is shown to be well accommodated by assessed junctions within Wanborough itself. Notwithstanding this, the route choice through Wanborough is illustrated to be directed towards access to the Strategic Road Network, avoiding the A419 and without consideration of the planned SCR to Commonhead Roundabout. Implementation of this road, with access from Wanborough Road restricted to and from the south east, will further reduce the attractiveness of travelling through Wanborough, by providing a higher speed direct express route through to Commonhead, with additional accessibility to the M4 provided by the committed Junction 15 improvement works.
- 8.56 The delivery of the SCR, which is being proportionally contributed to by the development, along with restrictions in width along Wanborough Road and traffic calming in Wanborough (as identified in the Planning Obligations SPD Village Proformas), will significantly reduce the attractiveness of driving to and from Wanborough along Wanborough Road, when assessed against the convenience of the SCR. In this regard, the impact of the proposed development, in association with the committed New Eastern Villages (NEV) Transport Package, with pro-rata contributions secured from this development, will ensure that the developments impact is considered de minimis. The delivery of the New Eastern Villages (NEV) Transport Package aims to reduce background traffic flows into and through Wanborough, thereby releasing traffic capacity on the current network; thus restricted access to Wanborough may not be justified.
- 8.57 In addition to the proposed pedestrian and cycle connections to both Covingham and Wanborough, a contribution towards bus service provision is secured as part of the developer contributions. Initially it is proposed that an existing bus service would be diverted to cater for the expanding community, however a new service linking in with the wider New Eastern Villages (NEV) will be introduced once the new communities have sufficiently expanded. To minimise the impact of construction traffic, mitigation and monitoring measures such as ANPR (Automatic Number Plate Recognition) cameras will be implemented.

### Parking

- 8.58 By virtue of this submission being an outline application, full details of the specific parking provision are not included as part of the application. The detailed strategy and the breakdown of car parking for the development and the overall quantum in relation to each dwelling including adequate provision for visitors, will be determined at the detailed reserved matters approval planning stage. The parking requirements for commercial and community uses, local centres, allotments, and formal sports provision will also be controlled through a planning condition and will be in accordance with the NPPF and the adopted Swindon Borough parking standards.

### New Eastern Villages (NEV) Framework Travel Plan

- 8.59 Paragraph 35 of the NPPF states that developments should be located and designed to prioritise pedestrian and cycle movements, as well as create safe and secure layouts minimising conflicts between traffic and pedestrians/cyclists. Further to this, Paragraph 36 suggests a key tool in the implementation of these aspirations is through a travel plan.
- 8.60 The 'New Eastern Villages (NEV) Framework Travel Plan SPD' (Travel Plan SPD) outlines the requirements for travel plans within the New Eastern Villages (NEV) and identifies how sustainable modes of transport will be encouraged. It also offers developers of residential schemes the opportunity to pay a 'per dwelling contribution' to the Council to fund and undertake a number of initiatives as part of the implementation of the travel plan. In accordance with the Travel Plan SPD, providing the required contribution would remove the requirement for any further residential travel plans to be submitted to the Council for approval. A planning obligation is proposed to ensure the travel planning requirements of the development are fulfilled, whilst a planning condition also requires the development to provide a space for the car share scheme.

### Summary

- 8.61 In addition to the mitigation measures outlined within the submitted transport assessment, a comprehensive layout and movement network and contributions towards all of the strategic highway improvements have been secured. The proposed development is therefore considered to comply with the national transport objectives, Policies TR1, TR2 and NC3 of the Local Plan and the relevant SPD's.

### **Design, Layout and Masterplanning**

- 8.62 An underlying theme within the NPPF is the creation of healthy and inclusive communities. It states that *"good design is a key aspect of sustainable development"* (para 56) and sets out how important it is *"to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes"* (para 57).
- 8.63 Paragraph 58 of the NPPF sets out a number of provisions, whereby planning decisions should aim to ensure are delivered within new developments. These include, to function well over the lifetime of the development; establish a strong sense of place; optimise the potential of the site to accommodate the development through creating and sustaining an appropriate mix of uses; respond to local character and history; create safe and accessible environments; and is visually attractive. Overall, in design terms, great weight will be given to outstanding or innovative designs and the NPPF is clear that planning permission should be refused if development is of poor design which fails to improve the

character and quality of an area (paras 63 and 64).

- 8.64 Policy DE1 of the Local Plan requires a high standard of design and includes a number of design principles that the development should meet. The proposal will be assessed in terms of the site's context and character, the layout, form and function and amenity. In particular the proposal should be permeable, provide connectivity and be of appropriate scale, orientation, and massing. Further to this, Policy DE1 requires development to be of a high quality of design to address the objectives of sustainable development. Policy NC3 requires a high quality public realm in all areas, including outdoor civic public space and states that an extensive green infrastructure (GI) network should be provided, maximising opportunities for habitat connectivity and biodiversity, particularly along the River Cole corridor. The Design Guide SPD sets out detailed guidance for residential development.
- 8.65 The proposed development would be served by two primary accesses, one from Wanborough Road towards the west of the site and the other to the north-east of the site connecting in with the wider New Eastern Villages (NEV). A primary road would run through the site connecting these two access points, with other residential streets separating off in an informal block structure. The IM indicates that dwellings would largely front these roads, with a higher density towards the centre of the scheme. The main highway would run through the heart of the development which will contain the village square, primary school site and local shop. An area of open space, forming the 'village green', would also be located within this area and would connect with the larger area of open space towards the south of the site. A linear area of open space runs along with northern boundary of the site, integrating with a biodiversity area at the Liden Brook corridor as well as providing links to the north. In addition, a network of paths and cycleways will run throughout the site, integrating with the open space.
- 8.66 A number of distinctive development character areas have been outlined within the Design and Access Statement (DAS), which reflect the characteristics and influences proposed for the different areas of the development. These include the 'Main Village Street' - including the focal points of the village square and village green; 'Secondary Street' – a tree lined street with a mix of semi-detached and detached; 'The Lanes' – axial roads leading to the edge with an intimate character with linear green routes; and the 'Periphery' – detached properties overlooking open space and The Downs.
- 8.67 While detailed matters relating to appearance, landscaping, layout and scale are reserved for subsequent approval, a number of specific design considerations have been raised by consultees. The design of the development will require review to take account of the comments received and ensure compliance with Policy DE1 of the Local Plan and the Design Guide SPD. These include promoting the use of the village green, which would contribute towards the creation of a community. Enhanced connectivity and legibility between the village green, primary school entrance, convenience store and village square would also contribute towards good place making principles. Effective permeability is

required throughout the site, as a result alterations should be made to the block structure to ensure cul-de-sacs are minimised within the layout. To ensure the development appears rural in character, parking should be on-plot, with tandem parking and large rear parking courts being avoided. Sufficient frontages to each property should also be included as they are associated characteristics of lower density development.

- 8.68 Other important considerations include all areas of open space and children's play spaces, particularly those towards the periphery of development, being overlooked by housing to ensure they are safe and accessible. Areas of open space close to and including drainage and SuDS features should have suitable dimensions and geometries to ensure that the function of the GI, as usable open space, is not compromised by the co-location of SuDS.
- 8.69 The DAS states that higher density development would be at the heart, closest to the local facilities such as the school and village shop. The lowest density development would be based around the local space to the south of the site. By virtue of this area being the most sensitive, the approach towards density and the location of marker buildings is in principle considered to be acceptable.
- 8.70 The Access for All SPD states that inclusive design to support inclusive communities *"is about making places everyone can use and aims to remove the barriers that create undue effort and separation to enable everyone to participate equally, confidently and independently in everyday activities"*. Further to this, Policy DE1 of the Local Plan and the Access for All SPD outline a number of key design principles including the positioning and orientation of buildings, movement networks, inclusive spaces and entrances and access. These should inform the design of the proposed layout to be submitted at the reserved matters stage.
- 8.71 Policy DE2 of the Local Plan seeks to ensure the design and layout of the proposed development demonstrates passive solar benefits in accordance with Policy DE1. To accord with the new government initiatives in terms of electricity powered motor vehicles, provision for electrical charging points should be provided throughout the scheme.
- 8.72 Policy SD3 states that detailed design submissions for all significant development proposals should be guided by an overarching design approach that is set out in design codes and/or framework plans. All major developments in Swindon, and in particular strategic urban extensions, which are defined as "New Communities" in the Local Plan (Wichelstowe, Commonhead, Tadpole Farm, Kingsdown and the New Eastern Villages (NEV)) are, or will be, subject to design coding condition(s) as part of the Development Management process. Design Codes are considered to be an essential tool in creating a high quality place where communities can evolve and thrive. A condition requiring a design code to be submitted is included within this recommendation.
- 8.73 The IM and DAS set out the layout, scale and concept for the development, and broadly demonstrate that the proposal is feasible on the application site. A

planning condition is also proposed to ensure the development layout is submitted in broad accordance with the IM. In principle, the scheme is considered to accord with the good design principles and reflect a rural character, as suggested within the supporting statement; and therefore comply with Policy DE1 of the Local Plan.

### **Education needs and provision**

- 8.74 Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.
- 8.75 Policies CM1 and NC3 of the Local Plan set the estimated needs for the provision of education within the borough, and more specifically at the New Eastern Villages (NEV). They state that schools should be located within the heart of their communities and be designed to provide safe walking and cycling access. Further to this, both policies state that provision should be made for additional temporary primary and secondary school accommodation to manage the temporary demographic peak in pupils.
- 8.76 The Swindon School Place Planning Study Update (November 2015) was approved by Cabinet and provides a methodology for the calculation of school places generated by development. The study was updated in March 2016, which has been subject to a statutory consultation exercise. Following the completion 'Pupil Product Ration Study', a Cabinet Member Briefing Note was adopted in October 2017 which increased the ratio used to calculate primary pupils and decreased the ratio used to calculate secondary aged pupils; therefore revising the number of school places generated by the development.

#### Primary School

- 8.77 As illustrated within the Planning Obligations SPD, primary schools are distributed amongst the villages to ensure appropriate education can be provided for all future occupants of the New Eastern Villages (NEV). Further to this the Redlands Village Proforma states that a 2 Form Entry (FE) primary school site should be incorporated within the Redlands development parcel. To accord with Policy CM1 of the Local Plan, the proposed primary school site is located centrally within the village, and close to the village square and village green. Appropriate pedestrian and cycle links will be provided throughout the proposed development, as well as to adjacent villages.
- 8.78 The Council's preferred model is to deliver primary school provision in 2FE primary schools, on a 2.2ha site which would allow for potential expansion. This approach is also reflected within the Village Proformas of the adopted Planning Obligations SPD, which states that land should be safeguarded for the future provision of a 2FE primary school. A development of 370 dwellings generates a primary school provision requirement of 0.65FE (137 pupils). A proportionate contribution towards the construction and fit out of the primary school has been secured.

- 8.79 In the interests of providing community services and facilities as part of a sustainable development (paragraph 70, NPPF), the application includes a 2.2ha serviced site for the primary school, which shall be transferred and made available for use upon the occupation of the first dwelling. Whilst the provision of a full 2.2ha school site is above the land requirement for this development alone, to accord with the Council's preferred approach, the applicant has agreed to provide the full primary school site. Should a situation arise whereby the education requirements for Redlands are met by other primary schools within the New Eastern Villages (NEV), the primary school site will be made available for residential development, with the equivalent value reverting to other required infrastructure. The details of which would be included within the S106 legal agreement.
- 8.80 Whilst the serviced site of the primary school would be available from the occupation of the first dwelling, the delivery of residential dwellings within Redlands and wider New Eastern Villages (NEV) will determine the timescales for the delivery of the New Eastern Villages (NEV) primary schools. If primary school places are required prior to the opening of the Redlands primary school, an interim solution will be required to ensure that children from the Redlands development have safe access to nearby existing schools, potentially Covingham Primary School.
- 8.81 In accordance with Policy CM3 of the Local Plan, which encourages the co-location and integration of services, a community use agreement with the primary school will be sought to increase the availability of their facilities for the use by the community.

#### Secondary School and Post 16

- 8.82 In accord with Policy NC3 of the Local Plan, the New Eastern Villages (NEV) will require a minimum of an 8 form entry 11-16 secondary school. To achieve this, the Council requires a 9 ha site within the New Eastern Villages (NEV) to accommodate the campus. Depending on the final quantum of development at the New Eastern Villages (NEV), the size of the secondary school may increase in size to a 10 form entry secondary school. The Council has considered alternative provision such as expanding existing secondary schools within Swindon. However this would not provide a sustainable solution for the New Eastern Villages (NEV) and would lead to the construction of a large new community without a local secondary school.
- 8.83 As illustrated on the adopted New Eastern Villages (NEV) Masterplan, the secondary school is proposed to be located on Great Stall East, to the south of the A420. All residential development within the New Eastern Villages (NEV) is expected to make appropriate financial contributions to mitigate the impact of their schemes through the Section 106 agreement. The proposed development generates a requirement for 0.35FE (52 pupils) of secondary school provision, the Council will therefore require a proportionate contribution for new secondary school land and build within the New Eastern Villages (NEV).

- 8.84 It is common that secondary aged pupils travel further than primary school children to access school places. Therefore, in the interim period prior to construction of the secondary school it would be expected that secondary pupils from the development would utilise existing schools, such as Dorcan Academy, providing there is capacity and a safe and attractive route for pupils is made available.

#### Early Years

- 8.85 From Autumn 2017 the free entitlement for Early Years provision changed, by doubling the current 15 hours to 30 hours for working families. This will reduce the capacity within the nursery classes attached to schools. The Council's preferred model of a 2 FE primary school on a 2.2 ha site includes sufficient space to accommodate 50% of the required space for early years provision. Financial contributions have been secured towards the off-site provision of a community facilities, likely to be located at one of the adjacent villages, which have the capability of accommodating early years provision.

#### Summary

- 8.86 The proposed development is considered to comply with Policies CM1, NC3 and RA3 of the Local Plan in that appropriate education is being provided to meet the demands of the proposed development.

#### **Biodiversity, Green Infrastructure and Landscape**

- 8.87 Paragraph 7 of the NPPF states that the environment has an important role in achieving sustainable development, particularly through the protection and enhancement of the natural, built and historic environment. Further to this paragraph 109 of the NPPF states that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.
- 8.88 Policy EN1 of the Local Plan states development shall protect and enhance green infrastructure and assets which includes the requirement that development must provide for the protection and integration of visually or ecologically important existing trees, hedges and woodlands.
- 8.89 Policy EN4 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.
- 8.90 Policy EN5 of the Local Plan seeks to protect the intrinsic character, diversity and local distinctiveness of landscape within Swindon Borough. Development shall



only be permitted where it satisfactorily takes account of landscape character. The site lies within the Vale of White Horse Landscape Character Area (LCA). The site is located approximately 2km from the North Wessex Downs AONB and therefore must not adversely affect its setting.

- 8.91 Policy NC3 states that *“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”*. In addition to this requires development to respect the views to and from the North Wessex Downs AONB and that biodiversity on-site is protected, integrated and enhanced.
- 8.92 The NEV GI SPD identifies the strategic aspirations for GI within the New Eastern Villages (NEV). There is significant opportunity to deliver a well-designed network of inter-connected green spaces across the New Eastern Villages (NEV), reflecting a broad range of GI typologies that are multifunctional and accessible to all. This provides the further necessary detail on the delivery of open space and GI within and around the development islands.
- 8.93 The Green Infrastructure Strategy for Swindon 2010-2026 seeks to prioritise the development of and investment in GI in Swindon. One of its key roles is to *“provide the basis for the coordinated approach to the creation and sustained management of green infrastructure across Swindon and its neighbouring authorities” (page 11)*.

#### Green Infrastructure (GI)

- 8.94 The NPPF (Annex 2: Glossary) defines green infrastructure as *“a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”*. As outlined within the GI SPD, GI can provide health and recreation benefits for the new and existing communities, as well as having wider ecological benefits. Further to this, the PPG states *“to ensure that these benefits are delivered, green infrastructure must be well planned, designed and maintained” (Paragraph: 028 Reference ID: 8-028-20160211)*.
- 8.95 In accordance with Policy EN1 of the Local Plan, the application proposes over 6 hectares of green infrastructure and open space, which will primarily be provided through a green corridor in the south of the site which links with green spine connecting the village green. Integrated throughout these areas will be a range of public open spaces including formal and informal open space, allotments and children’s play areas, as well as a SuDS network and areas of planting and biodiversity, such as the Liden Brook corridor. Individual garden and public and private spaces within the development areas are not included within this and will be established through the reserved matters stage, particularly towards the periphery of the development where lower density housing will be primarily located.

- 8.96 When the detailed design of the application is considered, a number of specific GI and landscape considerations provided by the North Wessex Downs AONB and Council's Landscape Officer should be designed in to the scheme. These include the further enhancement of the green informal space, particularly the widening of the central spine and the careful consideration of materials to ensure the development would sit comfortably within the existing environment, particularly due to its proximity to the AONB. All swales or other drainage features located within public open space should have safe and suitable geometries. The Drainage Strategy (Drawing No. 5138119-ATK-DR-D-002 P2) indicates a number of swale dimensions all of which have 1:3 slope. These gradients are not considered to be appropriate for open space and for maintenance purposes, and will need to have an increased gradient as part of the detailed design. Although permeable paving is proposed at a number of locations within the site, it is felt that this could be utilised in more parking locations throughout the site to contribute towards a successful SuDS train.
- 8.97 The PPG states that *"as with other forms of infrastructure, green infrastructure requires sustainable management and maintenance arrangements to be in place if it is to provide benefits and services in the long term"* (Paragraph: 031 Reference ID: 8-031-20160211). All GI and open space areas will be implemented and managed by the developers or conveyed to a separate company to take on the long-term management. A clause within the S106 agreement would provide further detail of the management company's responsibilities for management and maintenance to ensure that the implemented scheme is delivered as and thereafter remains as publically accessible GI in perpetuity.

### Landscape

- 8.98 The application site is entirely located within the Vale of White Horse Character Area (Landscape Character Areas SPG; 2004), which is primarily flat and open, generally with small scale settlements and extensive views to the south of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). Swindon Urban Area is approximately 0.7km to the west of the application site, whilst the AONB, approximately 2km to the south is characterised by a large tract of chalk down land which meets the Thames and Chilterns AONB to the east.
- 8.99 The principle of the New Eastern Villages (NEV) strategic allocation was tested through the Swindon Borough Local Plan 2026 Examination in Public (EiP), and was found to be sound. The potential impact on the North Wessex Downs AONB was considered during the EiP, and through Policies NC3 and EN5, sufficient assessment of the impact of each development on the surrounding landscapes would be thoroughly evaluated. Redlands is located on the southern boundary of the allocation and as a result specific attention must be paid to the density, scale and boundary treatments of the development, particularly to the south.
- 8.100 A Landscape Visual Impact Assessment (LVIA) has been submitted within the Environmental Statement (ES), and assesses the potential impacts of the

development. Whilst this suggests the existing site is a 'commercial airfield', it primarily consists of a small number of buildings and grass runways, and as a result officers do not consider the existing airfield to be of a significant scale in terms of the existing landscape. The application site situated approximately 2km from the AONB. Since the initial submission, the IM has been amended, with the primary school site now being located more centrally, with the playing fields to the south. These playing fields, in addition to the GI corridor running along the southern boundary ensure the most visible parts of the site from the AONB would remain more open and green, than built form being in this location. The allotment site is also proposed for the eastern extremity, merging the proposed development with the countryside.

- 8.101 The relatively flat nature of the site, intervening hedgerows and trees and the location of the allotments site to the east, are such that views from Lower Wanborough and the nearby public rights of way (PRoW) to the application site, are unlikely to be significantly harmed. Further to the south, the land around Upper Lotmead gains elevation resulting in enhanced views of the application site and surrounding land. These views of the site continue from the road to Hinton Parva, although the undulating land and regular planting is such that these are at intervals. Whilst the introduction of up to 370 dwellings and primary school to the site, as part of the wider New Eastern Villages (NEV), will inevitably alter the existing landscape, by adding more of an urban character; careful consideration of the design, density and layout, which includes well located GI corridors such as the green wedge, and tree and hedgerow planting, will ensure that the proposed development does not cause significant harm to the intrinsic character of the landscape. The proximity of the existing urban area of Swindon also has a bearing on the landscape character. Subject to careful consideration of the detailed design and landscaping, there is no objection to the application from the North Wessex Downs AONB Board.
- 8.102 Although only illustrative, the IM indicates the tree planting proposed would be relatively regimental on the boundary, almost attempting to screen the development. The landscaping should be softened by more irregular planting and/or the grouping of trees to create a setting which would assimilate the development with the wider landscape. To mitigate any potential impact on the landscape, particular attention should be paid to the planting on the southern boundary of the site and the staggered positioning of trees throughout the development. The landscape mitigation and planting proposed, will be required to be implemented at regular intervals throughout the construction of the scheme to ensure there are no temporary landscape impacts during these phases.

#### Biodiversity

- 8.103 The existing site consists of open fields and a number of farm and airfield buildings. There are a number of hedgerows and trees located throughout the site, and a tributary of the River Cole runs through the northern section of the site. A majority of the hedgerows and trees will be retained as part of the scheme, including the avenue of trees lining the current access to the site. The submitted

ES makes provision for the protection of those most important trees, including those protected by a Tree Preservation Order (TPO). The loss will be restricted to approximately 200 metres of hedgerow, primarily located centrally within the site and the trees to the west of the existing farm buildings. None of the trees or hedgerows to be removed are classified as 'important'.

- 8.104 A buffer area of land is proposed between the between Liden Brook and proposed dwellings would be left free of development to ensure there is a sufficient buffer around the stream. Liden Brook is part of the River Cole tributary and is a Local Wildlife Site (LWS). Measures to enhance this watercourse are proposed within the application submission, and as part of the detailed design, further evidence of biodiversity enhancement to the Liden Brook will be required. Through the operational phases, sufficient protection will be offered to those trees and hedgerows which will be retained, as well as a buffer zone being proposed for the watercourses.
- 8.105 The ES suggests a number of forms of mitigation to protect and enhance the existing habitats and wildlife. These include the creation of new ponds, which will be designed to maximise their biodiversity value, and additional tree and hedgerow planting and nesting boxes to provide important habitats for bats and birds. Routes and connectivity for animals such as badgers and reptiles will also need to be considered through the detailed design of the scheme. Careful consideration of the proposed biodiversity areas will be required to ascertain whether public access would be beneficial in ecological terms. Construction works affecting the existing habitats will be undertaken outside of breeding season to avoid impacts on nesting birds. Many of the fields and hedgerows are not of particularly high ecological value and therefore are not considered to result in the significant loss of wildlife. These considerations in conjunction with the retention and proposed mitigation is such that the adverse impact on the existing biodiversity is not considered to be significant.
- 8.106 A further review was undertaken and submitted in January 2018, which revealed that there was little change to the site since the original survey. Notwithstanding this, it is best practice to undertake regular reviews and within the appropriate months, as relates to the wildlife. Therefore a further ecological review will be undertaken in the spring and submitted and reviewed prior to the determination of this application.
- 8.107 As identified within the ES, there are no Sites of Special Scientific Interest (SSSI) within or adjacent to the application site.

### Summary

- 8.108 On the basis that this application is outline, the concerns relating to the site boundary treatments and potential impact on the surrounding landscape are not insurmountable and could be resolved at the reserved matters stage or through details required by condition. Further details on a number of measures such as pollution are required, and will be secured through the Construction

Environmental Management Plan (CEMP). The proposed development is considered, in principle to conserve the intrinsic character of the landscape; protect and enhance the biodiversity; and enhance the green infrastructure offer. It is therefore considered to comply with the requirements of the NPPF and Local Plan Policies EN1, EN4, EN5 and NC3.

### **Great Western Community Forest (GWCF)**

- 8.109 Policy EN2 of the Local Plan requires development to contribute directly towards the objectives of the Great Western Community Forest (GWFC). This will be achieved by ensuring a net increase in tree cover through planting; the creation or enhancement of habitats for biodiversity; and by ensuring access for local communities to local woodlands.
- 8.110 The GWCF covers the whole of Swindon Borough, extending into Wiltshire and Vale of the White Horse District. The benefit of Community Forests is directly referred to in paragraph 92 of the NPPF which states *“Community Forests offer valuable opportunities for improving the environment around towns, by upgrading the landscape and providing for recreation and wildlife. An approved Community Forest plan may be a material consideration in preparing development plans and in deciding planning applications.”*
- 8.111 The adopted Forest Plan objectives for the Swindon Forest Area include increasing tree cover to a minimum of 35% land area and supporting an integrated planning approach to new development incorporating significant environmental, social and economic gains for the community. One of the primary principles of the adopted Community Forest Plan is planting new forest. This can be achieved through a combination of on-site planting and / or provision of financial contributions towards off-site mitigation. This is particularly relevant in circumstances where the scale of development is such that landscape mitigation is necessary at a distance from the development site to ‘settle’ the development into the landscape. New and extensive woodland planting will be required within the New Eastern Villages (NEV) and non-coalescence area for recreation and mitigation of the visual impact of the new development, particularly when viewed from nearby villages and the North Wessex Downs Area of Outstanding Natural Beauty (AONB).
- 8.112 The GI SPD outlines opportunities to enhance existing and create new woodland areas throughout the New Eastern Villages (NEV), particularly in the corridor to the north of the application site to the south of Lotmead.
- 8.113 The proposed development will contribute towards the GWCF objectives through the provision of on-site tree planting and off-site financial contributions and is therefore considered to comply with Policy EN2. These contributions are discussed further within the infrastructure section of this report.

### **Open Space and Outdoor Sports Facilities**

8.114 Paragraph 73 of the NPPF states *“access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities”*. Policy EN3 of the Local Plan requires residential development to provide or contribute towards public open space in line with open space standards. The breakdown of these standards is as follows:

- Children and teenager’s play areas;
  - Local Equipped Area for Play (LEAP)
  - Neighbourhood Equipped Area for Play (NEAP)
  - Swindon Local Landscaped Area for Play (LLAP)
- Outdoor sports facilities;
  - Outdoor sports – natural and artificial
  - Playing pitches
- General recreational areas;
  - Local Open Space (LOS)
  - Major Open Space (MOS); and
- Allotments

8.115 Appendix 3 of the Local Plan also provides definitions, quantity, quality and accessibility requirements for open space provision. The appendix provides maximum walking and travel distances to a number of facilities.

8.116 As detailed on the IM and DAS, a comprehensive network of open space is provided throughout the site, providing informal opportunities for residents to enjoy leisure and recreational activities. The space also includes a series of well-connected pedestrian and cycle links, as well as offering opportunities for new planting and SuDS. An area of at least 6ha is proposed towards open space and GI, including 0.5ha of childrens play areas; 3.7ha of general recreation (including 0.4ha of kick around space and MUGA); 0.5ha of allotments; and 1.3ha of SuDS and attenuation. The allotments are located towards the east of the site, close to the access to the north. The quantum of open space considerably exceeds the requirements detailed within Policy EN3 and are considered to be well located and accessible for all dwellings within the development.

8.117 In accordance with Policy EN3, at least 0.26ha of children’s play areas are required to be well located and accessible throughout the development. The IM and DAS (p.123) identify the proposed mix and location for the children’s play areas. Due to maintenance and viability implications, a number of children’s play areas have been reduced from the IM. The scheme includes one NEAP including a Multi-Use Games Area (MUGA) and three LEAP’s, which complies with the requirements and ensures the play provision would be within an appropriate distance from the residential development. Through the detailed design process, it must be demonstrated that all open space, particularly equipped areas of play, are sufficiently accessible and overlooked, not located within flood zones and primarily be co-located with other open space uses and community facilities.

8.118 The proposed development generates a requirement for 1.6ha of outdoor sports

provision, including the formal playing pitches. Whilst Sport England have expressed concern with the lack of formal on-site playing pitches, a series of hubs are proposed across the New Eastern Villages (NEV) to deliver sports provision, as detailed within the Planning Obligations SPD. Sport England also advise that the most sustainable model for sports provision is to provide a centralised hub for sport in a single location. This allows the provision to be effectively managed and maintained in a cost effective way. Due to the quantum of development at Redlands, a proportionate contribution towards the outdoor sports provision at one of the hubs is considered more appropriate than on-site facilities. Due to the infrastructure at the New Eastern Villages (NEV) being delivered over a number of years, it may be appropriate to provide a financial contribution towards sports and leisure in Wanborough to ensure appropriate facilities are available in the interim period.

- 8.119 The proposed development satisfies the open space requirements, generated by Policy EN3 of the Local Plan through the provision of on-site open space and appropriate proportionate contributions to outdoor sports facilities. The application has also considered the potential open space requirements in the eventuality that the primary school site becomes available for residential development.

## **Housing**

- 8.120 Paragraph 50 of the NPPF seeks to ensure a wide choice of high quality homes are delivered and that sustainable, inclusive and mixed use communities are created. Policy HA1 of the Local Plan states there that there should be a variety of densities, house types and sizes to meet local needs. The application proposes open space and GI throughout the site, in addition to a comprehensive pedestrian and cycle network throughout the site as well as to the adjacent land ensuring there will be good connectivity to community facilities. As discussed earlier within this report, the DAS outlines a varied approach to density and scale throughout the development.
- 8.121 Policy HA2 sets out that 30% affordable housing should be provided on schemes over 15 dwellings or a proportionate contribution can be made off-site if robustly demonstrated as appropriate. Affordable housing should be integrated within the design and layout of a development and of a mix and tenure that reflects need. Council Policy states that these units should have a tenure mix of 70/30 in terms of Rented (Social or Affordable Rented) and Intermediate (including Low Cost Home Ownership initiatives).
- 8.122 The submitted application has committed to providing affordable housing on-site. During the application process a Viability Appraisal was submitted stating that the proposed development would not be viable if the full Section 106 and affordable homes requirement was provided. An independent consultant reviewed the submitted viability appraisal and concluded that the required S106 package, in addition to the 30% of affordable housing would not be viable. After a further review of the viability appraisal, it was concluded that in addition to the provision and contribution towards infrastructure, 74 units of affordable housing (20%) will

be provided on site. This provision of affordable units will consist of both Rented (Social or Affordable Rented) and Intermediate (including Low Cost Home Ownership initiatives) at a tenure mix of 65/35. The affordable units must be tenure blind and not be visually distinguishable from the open market units on-site in terms of build quality, materials, details, levels of amenity space and privacy. The affordable housing units should also be fully integrated with the open market housing and not be in clusters of any more than 10-15 units. Viability is discussed in greater detail in paragraphs 8.156 to 8.187.

- 8.123 Policy HA3 (Wheelchair Accessible Housing) within the Local Plan sets out the requirement that *“development proposals for 50 dwellings or more should provide at least 2% of the dwellings to be suitable of occupation by wheelchair users to ensure all delivered housing is of a high quality and there is a wide choice of housing available”*. The supporting documentation indicates the applicants will provide at least 2% of dwellings (8 dwellings) to the required wheelchair accessible standard and will be controlled by condition; the application is therefore considered to contribute towards the creation of an inclusive community and comply with Policy HA3 of the Local Plan.

### **Flooding and Drainage**

- 8.124 Paragraph 100 of the NPPF states that *“inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere”*. A small part of the northern area of the site is located within Flood Zone 2, which means that these parts of the site are at risk from fluvial flooding. However, no buildings are proposed within this area, whilst a buffer zone is also proposed between the watercourse and built development.
- 8.125 In addition, Paragraph 103 of NPPF states that LPA's should *“ensure flood risk is not increased elsewhere”* and that *“within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location”*. Policies NC3 and EN6 of the Local Plan seek to minimise the risk of flooding within the development and at existing neighbouring communities. They also state that all developments must assess local flooding and drainage issues, and incorporate sustainable drainage systems (SuDS) where mitigation is required.
- 8.126 As part of the plan making process of the Local Plan and in accordance with the NPPF, a sequential test was undertaken to determine the extent of the New Eastern Villages (NEV) strategic allocation in relation to flood risk. This included assessing the land to determine the most suitable sites for residential use/development.
- 8.127 The SuDS Vision SPD provides guidance to developers to inform planning applications, primarily focusing on the management of surface water. It sets out the concepts underpinning SuDS, the most effective techniques to use and ways



they can be managed. SuDS seek to reduce the impact of development on sites and neighbouring land through the careful management of surface water discharges. The key features used can include swales, attenuation ponds and wetlands, which can also be multi-purpose and provide wider benefits to the residents of the community and biodiversity. The inclusion of these features within areas of open space can also contribute towards the creation of a healthy community.

- 8.128 Liden Brook is a drainage path within the northern part of the site, running from south-west to north-east before it confluences with the River Cole. The ES and supporting Flood Risk Assessment and Drainage Strategy indicate that a majority of the existing drainage features would be retained or diverted to ensure the existing network can continue to operate. It also sets out the mitigation measures proposed for the scheme, which include site wide sustainable drainage systems (SuDS) that incorporate existing ditches and ponds on site as well as the provision of new swales and balancing ponds that will control the flow of water draining from the site, serve as public amenity features and enhance biodiversity. Any required culverting i.e. for a highway or footpath crossing, should be kept to minimal lengths.
- 8.129 The Lead Local Flood Authority (LLFA) had initial concerns with respect to the site access being at medium risk from surface water flooding. Wanborough Parish Council also raised concerns relating to recent flooding events on Wanborough Road. An additional technical note was submitted by the applicants in addition to the initial Flood Risk Assessment and Drainage Strategy within the ES. This suggests that the current arrangement on Wanborough Road includes drainage water being piped to a ditch close to Redlands House, which had become blocked. This ditch has since been cleared allowing for drainage water from the highway to flow via this ditch to Liden Brook.
- 8.130 The responsibility for the maintenance of Liden Brook falls to the land owners on either side. The maintenance of this brook is important to the overall functioning of the wider drainage network and as a result will be included within the landscape maintenance plan, which will be secured through planning conditions.
- 8.131 The detailed design of the SuDS network and flood design will be submitted within the reserved matters, the concerns in relation to the dimensions of the Sustainable Drainage Systems (SuDS) features would need to be resolved as part of this submission. Furthermore, a number of planning conditions are recommended to ensure compliance with the SuDS Vision SPD and adopted local plan policy. The application provides sufficient justification to ensure the scheme is acceptable in principle and is considered to accord with Policies EN6 and NC3 of the Local Plan and the NPPF in that the risk of flooding will be mitigated.

### **Residential Amenity and Pollution**

- 8.132 Paragraph 109 of the NPPF states that “*the planning system should contribute to and enhance the natural and local environment by: ... preventing both new and*

*existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.*

- 8.133 Further to this, Paragraph 120 of the NPPF states that *“to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.”*
- 8.134 Policy DE1 of the Local Plan requires development proposals to protect amenity in terms light, privacy, outlook, noise, disturbance, smell, pollution and space. Policy EN7 also seeks to protect existing uses and proposed developments from inappropriate levels of pollution. Policies EN8 and EN9 of the Local Plan state that development on land that is either unstable or contaminated, shall only be permitted where an appropriate evaluation of the precise nature of the instability or contamination has been undertaken, and that any required mitigation measures have been suitably identified.
- 8.135 Paragraph 120 of the NPPF states *“where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner”*. The application site currently operates as an airfield and a farm, and as a result there is potential for contamination to be present. Through the Environmental Statement (ES), certain areas of the site have been assessed and areas of potential contamination have been identified. To mitigate this, the ES suggests a number of remedial measures for managing the areas of contamination found. In addition, due to the presence of a farmyard fuel tank, further investigation is required in this particular area to understand the extent of any potential hydrocarbon contamination and the mitigation measures required. A planning condition is recommended to ensure this further site investigation is managed through a contamination remediation and verification plan.
- 8.136 The submitted ES provides details on the potential impact on air quality, and suggests that during the operational phase of the development, the impact on air quality is unlikely to be significant. To ensure the construction phase of the development is acceptable a Construction and Environmental Management Plan (CEMP) should be submitted prior to the commencement of works. This is secured by way of a condition.
- 8.137 The application site is located approximately 1km north of Wanborough village with a number of farms located to the east of the site. The current uses of the application site consist of an airfield and agricultural farm land. The application proposals include residential properties, a primary school, shop and open space. These uses are all considered to be compatible with the surrounding land uses, such that there are unlikely to be any adverse impacts on existing residents. Development of the airfield would result in the cessation of microlight and skydiving activities from the site, which have generated a number of complaints in

the past relating to aircraft noise. In addition, planning conditions are recommended to control the hours of construction and manage construction traffic and works to safeguard local amenity during the construction phase.

- 8.138 The proposed shop is likely to be located centrally within the proposed development, at the heart of the community. To ensure any noise impacts from the shop, such as deliveries, do not have an impact on any nearby residential properties, further details will be required and will be secured through planning condition.
- 8.139 Specific impacts such as loss of light, privacy and outlook will be assessed at the reserved matters stage once the detailed layout has been submitted for approval. In principle the submitted IM has demonstrated that the policy requirements can be met.
- 8.140 The proposed development is therefore considered to be compatible with the existing and proposed surrounding land uses in that it would not cause material harm to the amenity levels of the existing and future residents, particularly in terms of noise, light and smell. The proposed development is therefore considered to comply with the requirements of Policies DE1, EN7 and EN9 in that it is not considered to cause harm to the amenity levels of the existing neighbours or the future residents of the new communities.

### **Archaeology and Heritage Assets**

- 8.141 The NPPF states that the historic environment contributes to the role of sustainable development by contributing to protecting and enhancing our natural, built and historic environment. Further to this Chapter 12 of the NPPF, states that local policy should provide *“a positive strategy for the conservation and enjoyment of the historic environment...”* and *“in doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance”*.
- 8.142 Policy EN10 of the Local Plan seeks to ensure the historic environment in Swindon is sustained and enhanced. It also states that development affecting heritage assets should conserve and where appropriate enhance their significance and setting; whilst archaeological sites should be preserved in a manner appropriate to their significance. Policy NC3 also seeks to ensure development protects, acknowledges and enhances the historic environment.
- 8.143 With regard to listed buildings, Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 8.144 The NPPF requires that LPAs should, with regard to heritage assets, *“conserve them in a manner appropriate to their significance”* (Paragraph 126). Further to this, it also highlights that in the consideration of development proposals on

designated heritage assets, *“great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification”* (Paragraph 132).

- 8.145 As detailed within the ES, there are a number of heritage assets within the vicinity of the application site, including a number of listed buildings to the south and east and the Conservation Areas of Upper Wanborough and Lower Wanborough to the south. The location of these, in relation to the application site, is such that the proposed development could impact the setting of these heritage assets. St Andrews Church, is a Grade I listed church located in Upper Wanborough (NHL 1185526).
- 8.146 The scale of the development and proximity to the heritage assets is such that the nearby heritage assets would be conserved. The ES suggests that enhanced planting would mitigate any potential harm to the setting of the heritage assets. Further details will be required at the reserved matters stage to ensure St Andrews Church and Liddington Hill (Castle) are specifically addressed.
- 8.147 Officers have paid special attention to the desirability of preserving the setting of the listed building in accordance with the Act and relevant national and local policy. The proposed development is therefore considered to conserve the existing heritage assets in accordance with Policies EN10 and NC3 of the Local Plan and the provisions of the NPPF.
- 8.148 As detailed within the ES, a number of studies located archaeological remains on the application site, including those from Mesolithic/early Neolithic, Iron Age, Roman and Medieval times. The Roman remains are likely to be associated with the Roman Small Town of Wanborough (Durocornovium). It is likely that these remains are of local/regional significance and can therefore be mitigated by excavation and recording. Further archaeological fieldwork will therefore be required prior to development on-site, as detailed within the associated condition. The pedestrian improvement works along Wanborough Road will also be required to particularly consider the impact on any potential archaeology. The proposal is therefore considered to comply with Policy EN10 of the Local Plan in that it archaeological remains of lesser importance will be conserved in an appropriate manner.

### **Water and Sewerage Infrastructure**

- 8.149 Paragraph 162 of the NPPF requires Local Planning Authorities to work with other authorities to assess the quality and capacity for water supply, wastewater and its treatment, whilst being encouraged to adopt proactive strategies to mitigate and adapt to climate change by taking full account of flood risk, and water supply over the longer term.

- 8.150 The Planning Practice Guidance (PPG) states “*Adequate water and wastewater infrastructure is needed to support sustainable development. A healthy water environment will also deliver multiple benefits, such as helping to enhance the natural environment generally and adapting to climate change*” (Paragraph: 001 Reference ID: 34-001-20161116).
- 8.151 Local Plan Policy IN2 seeks to ensure development proposals take account of the capacity of existing off-site water and sewerage/waste water treatment infrastructure and the impact of development proposals on them.
- 8.152 Whilst consultation comments from Thames Water indicate that the existing waste water infrastructure is unable to accommodate the requirements from the proposed development, strategic improvements are proposed to the existing network to ensure the New Eastern Villages (NEV) strategic allocation can be accommodated. The improvements include the construction of a new waste water terminal pumping station at a relatively central location within the New Eastern Villages (NEV), to which each developer would need to connect.
- 8.153 The consultation comments from Thames Water suggest that the existing water supply is insufficient to meet the demands of the proposed development. Notwithstanding this, Thames Water has indicated that there is likely to be resource available from the Farmoor treatment works, which is located to the west of Oxford. The development would therefore be required to connect to the water supply network, likely to be through a new connection provided for the New Eastern Villages (NEV). Therefore, through a planning condition, impact studies of the existing water supply infrastructure will be sought prior to the commencement of development to ensure that Thames Water has sufficient lead in time to provide additional services and ensure that adequate infrastructure is in place, in order that there is no detriment to existing customers and the occupants of the proposed development.
- 8.154 It is considered that the recommended conditions along with the proposed improvements to the network by Thames Water to provide a clean water supply and appropriate foul drainage are sufficient to satisfy the requirements of Local Plan Policy IN2 and the provisions of the NPPF. Further details will be required to be submitted before development commences to satisfy the requirements of the planning conditions recommended by Thames Water.

### **Infrastructure**

- 8.155 Paragraphs 7 and 17 of the NPPF state that the planning system should promote housing with accessible local services that reflect the community’s needs and support its health, social and cultural well-being, with sufficient community and cultural facilities and services to meet local needs. Further to this, paragraph 70 (NPPF) states that planning policies and decisions should plan positively for the

provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

- 8.156 Policy NC3 of the Local Plan identifies the required infrastructure to mitigate the impact of the New Eastern Villages (NEV) strategic allocation, including highways and public transport improvements, education requirements and community and leisure facilities. As detailed within the Swindon Borough Council Community Infrastructure Levy Charging Schedule (March 2015) ('CIL Schedule') the application site is located within the New Eastern Villages (NEV), which is part of 'Residential Zone 1: Swindon's New Communities' and as a result is CIL rated at £0 per square metre. The application site forms a large proportion of the Redlands development island, located towards the southern tip of the New Eastern Villages (NEV) strategic allocation. Policy NC3 of the Local Plan makes it clear that to provide for sustainable development there are a series of key infrastructure requirements that are necessary to make the development acceptable in planning terms.
- 8.157 Policy IN1 covers infrastructure provision and requires all development to make a positive contribution to sustainable growth in Swindon Borough. In the context of economic viability all development should meet the cost of new infrastructure made necessary by the development; mitigate the impact of development on existing infrastructure; provide for the on-going maintenance of infrastructure delivered as a result of development; contribute to the delivery of strategic infrastructure to address the cumulative impacts of development and contribute to initiatives to increase the effectiveness and efficiency of infrastructure.
- 8.158 Policies SD1 and CM2 seek to promote healthy, safe and inclusive communities and lifestyles through the provision or contribution towards infrastructure and services and increasing sustainable transport opportunities. Therefore it is important for the application to demonstrate how necessary infrastructure requirements such as schools, shops and community facilities are located accessibly.
- 8.159 In accordance with the NPPF (para 153), the Planning Obligations SPD provides more detailed advice and guidance on the Local Plan, in particular Policies SD3, IN1, NC3 and RA3. It also assists to understand the the necessary infrastructure required to support development proposals at the New Eastern Villages (NEV) and in the interests of achieving comprehensive development. This includes setting out the required infrastructure, the mechanism to secure the infrastructure and a method of apportioning the cost of strategic / shared infrastructure items (where appropriate).
- 8.160 In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 planning obligations should meet the following three tests as follows:

- (a) that it is necessary to make the development acceptable in planning terms;
- (b) that it is directly related to the development; and
- (c) that it is fairly and reasonably related in scale and kind to the development.

- 8.161 In accordance with the guidance within the Planning Practice Guidance and the NPPF the Council is required to consider the impact of planning obligations on the proposal. The financial viability of the individual scheme should be carefully considered and if the applicant is able to demonstrate to the satisfaction of the Local Planning Authority that the development is unviable the Council should be flexible in seeking planning obligations.
- 8.162 On the basis that outline planning applications for over 5,000 homes have been submitted to the LPA, it is apparent that Framework S106 Agreement for the overall New Eastern Villages (NEV) allocation will not be achieved. In the absence of this, s106 negotiations are necessary on a site by site basis. In support of the Local Plan and the Planning Obligations SPD, the NEV IDP Prioritisation Matrix is intended to provide a framework for these negotiations, where viability has been independently tested, to ensure comprehensive and sustainable development.
- 8.163 The Council has carried out a number of independent viability assessments to inform the Local Plan and supporting planning policy documents, and is seeking to secure additional external funding where relevant to accelerate housing delivery. In consultation with service areas, the NEV IDP Prioritisation Matrix ranks the infrastructure requirements detailed within the Planning Obligations SPD, in order of importance.
- 8.164 The applicant initially submitted a viability appraisal which asserted that the proposed development was not viable with the requested S106 package and affordable housing contribution. The applicant's viability appraisal has been independently assessed by White Land Strategies Ltd which concludes that if the planning authority imposes on the developer a package of full S106 contributions equalised in line with the Planning Obligations SPD and the 30% requirement of affordable housing provision, in accordance with the Local Plan, the development scheme will not deliver a profit margin to the developer to make the scheme economically viable. Although each case must be judged on its own merits, the generally acceptable level of profit margin that a development requires to proceed is around 20% depending on site circumstances. The result of the independent appraisal submitted to the Council by White Land Strategies Ltd indicates that if a full package is sought, the scheme will not achieve a level of profit considered to be economically viable in the industry. As such, imposition of the full s106 package would be so onerous that the development would not be able to proceed. Because the financial information contained in the developer's Viability Appraisal is commercially sensitive and therefore confidential, it is not attached to this report, but is available to Members of the Planning Committee privately in advance of the Planning meeting (please contact Case Officer – Ed Snook: [esnook@swindon.gov.uk](mailto:esnook@swindon.gov.uk)) and can be made available to Members at a closed session of the meeting if required.

- 8.165 Based on the independent viability appraisal and in accordance with the policy requirements, the applicant is able to deliver a reduced package of contributions and a reduction in affordable housing, which will ensure satisfactory mitigation of the impact of the development, in accordance with the NPPF and Local Plan policies such that the scheme is financially viable. The details of the package are set out in paragraphs 8.156 to 8.186 below. It is considered that the s106 package in totality are compliant with the tests under Regulation 122 of the CIL Regulations 2010, and are imposed to mitigate the impact of the development. Taking into account all material considerations, officers recommend that the package is necessary to make the development acceptable in planning terms; is directly related to the development; and is fairly and reasonably related in scale and kind to the development.

### Housing

- 8.166 Policies HA2 and NC3 of the Local Plan require affordable housing to be provided on site. As detailed earlier within the report, a total of 74 affordable homes (20%) have been secured at a tenure mix of 65/35 in terms of Rented and Intermediate. This is an acceptable level of affordable housing given the location of the application site, in relation to the wider New Eastern Villages (NEV) and facilities, and in the context of achieving financial contributions towards the high priority infrastructure, as identified by the NEV IDP Prioritisation Matrix.

### Education

- 8.167 Policies CM1 and NC3 of the Local Plan set the estimated needs for the provision of education within the borough, and more specifically at the New Eastern Villages (NEV). As identified earlier within the report, the proposed development generates a requirement to cater for the educational needs to children under 5. Early years needs will be provided at the Redlands Primary School and at other facilities within the New Eastern Villages (NEV), such as at community buildings. A contribution to off-site community building provision has been secured as part of this application.
- 8.168 As detailed within Policy NC3 of the Local Plan, primary schools should be located at the heart of each village. The Councils preferred strategy is for primary school provision to be delivered as 2 FE schools, with the capability on site to expand to 3 FE if required. The proposed development generates a requirement of 0.65FE of primary education provision. A proportionate contribution of £2,112,500 towards build and fit out of the primary school is secured. In addition, to mitigate the impact of the development the outline application includes a 2.2ha site for a 2FE primary school, which has been considered in the overall context of the application.
- 8.169 Policy NC3 of the Local Plan requires the provision of at least 8FE of secondary school provision at the New Eastern Villages (NEV), with the adopted Masterplan (Planning Obligations SPD) identifying a suitable site for the secondary school. Due to the secondary school being proposed at a different village within the wider New Eastern Villages (NEV) strategic allocation, there is a requirement to



equalise the land value of the school amongst the development of all residential development. As detailed earlier within the report, the development generates a requirement of 0.35FE of secondary school provision and therefore will provide the full financial contribution of £1,162,323.36 towards the land, construction and fit out of the secondary school.

### Green Infrastructure, Open Space and Community Forest

- 8.170 Policies EN1 and EN3 of the Local Plan require new developments to provide the appropriate level of GI and open space, to meet the recreational and social needs of the communities. As detailed earlier within the report, the required quantum's of GI, incorporating open space, allotments and children's play facilities are provided for within the application. These areas will be implemented and maintained by the developer or subsequent land management company. As detailed earlier within the report, a strategic approach has been taken towards outdoor sports provision, with a series of sports hubs proposed throughout the New Eastern Villages (NEV). A proportionate contribution towards the land and construction is therefore required, resulting a financial contribution of £823,826.23 being secured towards the delivery of a sports hub within the New Eastern Villages (NEV), or potential interim provision elsewhere. Whilst this contribution is reduced, other infrastructure contributions were prioritised in line with the NEV IDP Prioritisation Matrix.
- 8.171 The evidence base to secure financial contributions to the GWCF is detailed in the infrastructure requirements, which accompany the Planning Obligations SPD. A contribution of £129,253.20 has been secured to be directed towards the delivery of the Community Forest Plan's objectives across the New Eastern Villages (NEV) allocation and off-site within the vicinity of the New Eastern Villages (NEV) boundary to ensure the development's impact is satisfactorily mitigated given the overall scale and wider landscape impact of the proposal. A reduced contribution is considered acceptable in accordance with the NEV IDP Prioritisation Matrix given the location of the site, and the number of opportunities to increase and enhance tree cover and planting as part of the landscape. The Council considers that the provision of contributions towards meeting the objectives of the Community Forest is directly related to the proposed development, necessary to mitigate its impact and is proportionate to the scale of the development and thus fully compliant with the CIL Regulation 122 tests for securing a S106 planning obligation.
- 8.172 The Planning Obligations SPD outlines the requirements to create a nature reserve to integrate with the wider green infrastructure corridors throughout the New Eastern Villages (NEV). As detailed within the GI SPD, the nature reserve along with a visitor centre would be centrally located within the New Eastern Villages (NEV) between Great Stall East and Lotmead villages. It is necessary to achieve an extensive GI network within the New Eastern Villages (NEV) and support the nature conservation activities, which also bring social benefits. The viability constraints of the application is such that the entire contribution was not possible to secure, however a contribution of £77,009.32 towards the nature

reserve is agreed.

- 8.173 Policies DE1 and NC3 of the Local Plan require high quality development and public realm to enhance the quality of the physical environment, reinforce distinctiveness and contribute to a sense of place. A public art scheme will be developed through the detailed design of the application, including the provision of a Parish Memorial Park close to the entrance of the site. The details of this have been secured through a planning condition, and therefore a financial contribution towards public art is not required.

### Transport

- 8.174 The delivery of the New Eastern Villages (NEV) strategic allocation as a whole, is dependent on the delivery of the strategic transport package. This package is required to accommodate the traffic generated by the New Eastern Villages (NEV) and is critical to the road network to enable the comprehensive delivery of the New Eastern Villages (NEV). By virtue of the proposed development being part of the wider New Eastern Villages (NEV) strategic allocation, the costs for the strategic elements of highway infrastructure have been equalised across the development within the allocation. A proportionate contribution, reasonable to the size of the proposed development, has therefore been sought, and secured towards White Hart Junction (£1,275,713.75), Southern Connector Road (SCR) (£820,706.25), Great Stall Bridge (£670,208.75), A420 improvements (£224,081.25) and west of A419 works (£354,552.50).
- 8.175 Policy NC3 of the Local Plan seeks to deliver a series of inter-connected distinct villages to provide a coordinated development. Due to the number of land owners to the south of the A420, the Bridge Vision SPD identifies a number of bridges which are required to link the development islands together, across the flood plains. To ensure these links are delivered and a comprehensive development is delivered, a contribution of £311,076.51 is required for the construction of these highway links.
- 8.176 The comprehensive and coordinated delivery of the New Eastern Villages (NEV) as a whole is dependent on the provision of highway, pedestrian and cycleway links throughout the development, as well as connections to adjacent land and services. To ensure this is delivered, new junctions and a walking and cycle network will be delivered on site by the developer. Through the village proformas, the adopted Planning Obligations SPD identifies a number of local and strategic needs specific to Wanborough Road and the surrounding area, which include a number of traffic management interventions are proposed. As discussed earlier within the report, the application is contributing towards the overall traffic management and calming scheme through the delivery of measures to and a pedestrian/cycle path to Wanborough Road.
- 8.177 As identified earlier within the report, the Travel Plan SPD sets out objectives and measures necessary to comply with Policies TR1, TR2 and NC3 of the Local Plan. A commitment to provide either a travel plan or sign up to the Travel Plan SPD is

required to achieve modal shift, with the contribution proportionate to the number of dwellings proposed. The applicants have indicated they are likely to sign up to the Travel Plan SPD which would generate a total contribution of £99,298.75.

- 8.178 To maximise sustainable modes of transport, achieve modal shift and reduce the volume of traffic on the wider highway network, a number of enhancements are proposed towards public transport at the New Eastern Villages (NEV). Discussions have taken place with the local bus companies to ensure a service can be provided through the New Eastern Villages (NEV) to serve the new community at Redlands. To ensure an appropriate bus service is provided, which will provide ease of movement as well as encouraging sustainable transport modes, a financial contribution of £277,500 is secured. In addition to the bus service, a park and ride site, as identified on the New Eastern Villages (NEV) Masterplan, and an express bus route are proposed to serve the wider New Eastern Villages (NEV). In accord with the NEV IDP Prioritisation Matrix, the scale of the development and viability constraints of the application are such that contributions towards the park and ride and express bus route have not been secured.

#### Community Facilities

- 8.179 Policy NC3 of the Local Plan outlines the provision of community facilities within the New Eastern Villages (NEV) required to meet the needs of the proposed communities. Redlands is the smallest of the New Eastern Villages (NEV) villages, and therefore the quantum of houses may not be sufficient for some facilities to operate viably. In terms of retail needs, the application proposes a convenience shop as part of the application, which will be constructed by the developer. As detailed earlier within the report, in the event that the shop becomes unviable, then it will be made available for community use. In addition, an off-site financial contribution of £102,841.20 towards community facilities elsewhere within the New Eastern Villages (NEV) or nearby villages has also been secured. The nearby villages of Lotmead, Lower Lotmead and Foxbridge, in addition to Wanborough, are likely to have additional facilities such as pubs and services potentially located at local centres. Appropriate pedestrian and cycle links will be provided to these areas to the residents of the new Redlands community have access to facilities.
- 8.180 The Planning Obligations SPD identifies the need for a strategic health care facility to meet the demands generated by the New Eastern Villages (NEV) strategic allocation, which will likely be located at the New Eastern Villages (NEV) District Centre. A financial contribution of £208,405 has been secured towards the provision of medical facilities within the New Eastern Villages (NEV). Whilst not the entire proportionate contribution towards healthcare, given the scale of the development, the reallocation of some of these funds towards other infrastructure and affordable housing was considered appropriate in this particular instance.
- 8.181 The NEV IDP Prioritisation Matrix, which has been prepared in accordance with the Local Plan and Planning Obligations SPD, identifies that as a result of the

viability constraints, reduced contributions may be considered. Whilst Local Plan Policies CM3 and CM4 require development to provide integrated community facilities, including libraries and leisure facilities, contributions have not been secured towards library, leisure, adult social care facilities, on-site dwelling waste provision or ambulance standpoints. The scale of the development and viability position, in addition to the possibility that a number of these facilities could potentially be delivered through the commercial sector is such, that contributions towards other elements of infrastructure have been prioritised. Further to this, it is not considered necessary to secure contributions towards the District Heating network at this time as further feasibility is required to confirm viability of this at the New Eastern Villages (NEV). The application proposes sufficient community provision on-site and through other financial contributions to mitigate the impact of the development, therefore the community facility at the district centre has not been prioritised.

### Waste and Utilities

- 8.182 Policy WCS6 of the adopted Wiltshire and Swindon Waste Core Strategy (2009) requires that developments be designed and provide facilities for occupiers of the development to recycle/compost waste and/or facilities within individual or groups of properties or premises for the source separation and storage of waste types for recycling and/or composting. Policy WCS6 also requires that a waste audit be undertaken. To ensure appropriate measures are implemented and controlled a planning condition has been recommended requiring the specific details be submitted prior to the commencement of development.
- 8.183 Policy IN3 of the Local Plan states development should where possible make provision to incorporate super-fast broadband. In accordance with national and local policy, conditions have been recommended to ensure broadband and utilities connections are provided.

### Summary of Infrastructure Package

- 8.184 As detailed earlier within this report, appropriate financial contributions and affordable housing are proposed to mitigate the impact of the proposed development. A 'claw-back' clause will be inserted in to the S106 agreement so that in the event that the additional funding from the Local Growth Deal (or other potential source) is secured in full, the financial contributions towards the infrastructure package and/or level of affordable housing will be increased. At this time a viability assessment will be undertaken to ensure the appropriate level of funding is made by the developer.
- 8.185 A draft list of infrastructure requirements to mitigate the impact of the development was submitted to the applicants in August 2016. The table below outlines the agreed financial contributions in terms of the infrastructure area. A full list is included at Appendix A.

<b>Infrastructure Area</b>	<b>Contribution</b>
Housing	20% Affordable Housing
Education	£3,274,823.36
GI / Open Space / GWCF	£1,030,088.75
Transport	£4,033,137.76
Community	£311,246.20
<b>Total</b>	<b>£8,649,296.07</b>

### Other Infrastructure

8.186 In addition to the above, there are a number of infrastructure which will be delivered on site by the developer, these include:

- To construct new roads and dedicate as Highway Maintainable at Public Expense, and provide public transport services to ensure north-south vehicular links securing connectivity to the neighbouring new village of Lower Lotmead.
- To provide and dedicate as highway a walking and cycle network and improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area incorporating commuting and recreational routes, to facilitate links with proposed primary, secondary and further education facilities, the District Centre and Employment areas within the New Eastern Villages (NEV) development and also between Covingham and Wanborough and along Wanborough Road (Policy NC3).
- Provision of works or contributions to traffic management and calming measures along Wanborough Road, within Wanborough and the surrounding villages to avoid and reduce rat-running and traffic speeds (Policy NC3).
- Provision of permanent Automated Traffic Counters and permanent automated cycle route counters on all roads and cycle routes entering the existing highway network as of July 2016 (Policies TR1 and TR2).

### Other Matters

8.187 A number of representations received from local residents refer to the design, height and scale of dwellings. The outline planning application indicates that a majority of the built form on-site will be two storey, with some three storey buildings used as marker buildings. The detailed elements of design will be submitted through the design code and reserved matters process.

8.188 In reference to the area of land labelled as 'Phase 2' on the IM, any proposal for this site would need to be subject to a separate application. A number of other concerns referred to considerations such as the drop in houses prices, negative impact on views or that the proposed shop should be located in Wanborough are not material planning considerations and therefore cannot be considered by this application.

## 9 **Concluding Comments**

- 9.1 There is an acknowledged need to meet the Borough's housing and economic requirements for growth in accordance with the Swindon Borough Local Plan 2026. The proposed development supports the delivery of the New Eastern Villages (NEV) strategic allocation and meets the requirements of the Local Plan in terms of demonstrating sustainability and compliance with relevant policies, including that it will satisfactorily mitigate the overall impacts of the development. The application is therefore recommended for approval, subject to conditions and the securing of necessary infrastructure, facilities and financial contributions by means of a legal agreement.

## 10 **Recommendation**

- 10.1 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 8.156 to 8.186) of this report;
  - (b) The planning 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; and,
  - (c) The submission of a satisfactory Ecology Survey Update (as set out in paragraph 8.106).
- 10.2 The applicant has agreed to extend the period in which the application can be determined until Monday 30<sup>th</sup> April 2018. 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 NC3, IN1 and EN2 of the adopted Swindon Borough Local Plan 2026 and the provisions of the National Planning Policy Framework (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.*

## **Conditions**

1. **Time Limit for Development**

The development hereby permitted shall be commenced either before the expiration of 5 years from the date of this permission or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

## 2. Reserved Matters

No development shall take place within each phase or sub phase, until such time as all the reserved matters for that phase or sub phase have first been submitted to and approved by the Local Planning Authority. The reserved matters are details of the layout, scale, appearance, and landscaping.

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

## 3. Timing of Reserved Matters

Approval of the details of the layout, scale, appearance and landscaping of the development herein known as the “reserved matters” for each Development Phase or Sub Phase shall be granted by the Local Planning Authority prior to the commencement of any development within that Phase or Sub Phase. The first application for the approval of reserved matters shall be submitted to the Local Planning Authority before the expiration of 2 years from the date of this permission. All subsequent reserved matters applications shall be submitted no later than 7 years from the date of this permission.

Reason: To enable the Council to review the suitability of the development in accordance with section 92 of the T and C P Act 1990 (as amended).

## 4. Approved Plans

This outline permission is in respect of the plans received by the Local Planning Authority, which include:

- Application and Ownership Site Boundary (Drawing No. P0340 DR-5-001) received 29<sup>th</sup> December 2015
- Illustrative Masterplan (Drawing No. P0340 DR-5-029 Rev F) received 20<sup>th</sup> December 2016
- Open Space - Land Use Plan (Drawing No. P0340 DR-5-029 E) received 25<sup>th</sup> May 2016
- Parameter Plan Drainage Features (Drawing No. P0340-DR-5-021 Rev E) received 25<sup>th</sup> May 2016

The development shall be carried out in accordance with the approved plans.

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

## 5. Scale of Development

The development hereby permitted shall comply with the following capacities:

- a) a maximum of 370 dwellings;
- b) a convenience shop (gross internal floorspace between 235 and 300 square metres) being a use within Class A1 or community building being a use within

Class D1 of the Town and Country Planning (Uses Classes) Order 1987, (as amended or re-enacted);

- c) a minimum 2.2 hectare site for a (two form) entry primary school; and
- d) a minimum of 6 hectares of open space/green infrastructure (including allotments and children's play parks).

Reason: To define the scope of the development in the interests of amenity and highway safety.

#### 6. Phasing Programme and Details

Prior to the submission of the first reserved matters pursuant to Condition 2 above, a plan shall be submitted to the Local Planning Authority to show how the development shall be divided into phases and a phasing programme for the entire site including details of buildings, roads and footways, strategic landscaping and strategic drainage shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing programme.

Reason: In the interests of the proper programming of the development.

#### 7. Broad Accordance with Masterplan

The submission of all reserved matters and design codes for the implementation of the development together shall be in broad accordance with the Illustrative Masterplan (Drawing No. DR-5-029 Rev G).

Reason: In the interest of the proper planning of the area and to maintain a high standard of design.

#### 8. Design Code

Prior to the submission of the first reserved matters application, a Design Code broadly in accordance with the Design & Access Statement (29<sup>th</sup> December 2015) and the approved Illustrative Masterplan (20<sup>th</sup> December 2016), shall be submitted to and approved by the Local Planning Authority. The Design Code shall include:

- a) The overall vision and character of the development;
- b) The design approach for the overall site, including individual character areas; urban form and architectural principles; and design objectives for key areas including the village square, village green and locations of public art;
- c) A Movement Framework, including timetable for implementation, to detail routes for vehicular transport, footpaths, cyclepaths and bridleways to link all areas of the development to open space, community facilities, existing public footpaths and cyclepaths and adjacent land outside of the application boundary including adjacent residential areas and Wanborough village;
- d) Details of the Movement Framework (pursuant to c) and Green Infrastructure located within the development including open spaces, retained and proposed planting, play areas, public realm, external lighting and street furniture including street trees;
- e) The form, mix of uses, density range, legibility framework, block types, building typologies and architectural styles, the palette of materials, slab levels, building heights, building lines, boundary treatments, recycling and waste provisions, and inclusive design principles;



- f) Sustainable Drainage Systems (SuDS) to connect to the strategic drainage network including the details of the conservation of flora and fauna and tree and hedgerow retention and protection;

Each application for reserved matters shall be accompanied by a statement of compliance and checklist to demonstrate how the development accords with the Design Code.

Reason: A Design Code is required to ensure a holistic approach to co-ordinate and deliver high quality design in accordance with NC3 of the Swindon Borough Local Plan 2026.

#### 9. 2% Wheelchair Accessible Housing

Not less than 2% of the total residential development shall be constructed as wheelchair user homes. These homes will include level or ramped access to the front entrance and flush thresholds into all internal doorways. Doorway widths, internal circulation space, through-the-floor lift(s) and bathrooms, toilets and kitchens shall all be designed to provide for wheelchair user occupiers in accordance with a plan and schedule. The plan and schedule, including the dimensions of lift apertures, shall be submitted alongside the first reserved matters application for approval by the Local Planning Authority. Each application for approval of reserved matters shall demonstrate compliance with the approved plan and schedule. These design features and provisions shall be retained for so long as the buildings hereby permitted remain in use as dwelling houses.

This requirement shall be implemented as a cumulative total across the site triggered for every 50th dwelling submitted for approval. Wheelchair user homes will be provided as one or two storey dwellings only and meet the current specialist housing need within the Borough.

Reason: In the interests of providing accessible homes to meet the identified needs of older people and people with disabilities.

#### 10. Green Infrastructure Strategy

Prior to the submission of the first reserved matters application, a Green Infrastructure Strategy, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), and a programme for delivery shall be submitted to and approved by the Local Planning Authority. The Green Infrastructure shall be laid out and made available for use in accordance with the approved Strategy, and shall include the following elements:

- a) Details for the design, specification, location and distribution, the parking of vehicles, motorcycles and bicycles and means of access and timetable of implementation shall be provided for green infrastructure on site, including open space comprising play areas, general recreation areas, allotments and new community forest planting, including proposals for both allowing and restricting public access;
- b) Details of location, design, purpose, function, buffer zone and construction of the wet features (ponds and SuDS) including measures to enhance the Liden Brook;
- c) Details of biodiversity enhancement and habitat creation including advanced mitigation and protective measures during construction, timing of implementation, long term protection objectives, management responsibilities, habitat connectivity, a maintenance schedule and proposals for allowing and restricting public access;
- d) Details of existing and retained trees and hedgerows;

- e) A schedule of the environmental commitments detailed within the Environmental Statement (including addendums);
- f) Details of all external lighting.

Reason: To ensure the proper planning of the area in the interests of securing the timely provision of public facilities and to ensure the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site.

#### 11. Biodiversity Management Plan

Prior to the submission of each reserved matters application, a Biodiversity Management Plan to include the scheme of landscaping for that proposal, the necessary scheme of tree and hedgerow protection, watercourses and aquatic features protection and the ecological surveys as set out within the approved Green Infrastructure Strategy pursuant to Condition 10 and in accordance with the approved Design Code, shall be submitted to and approved by the Local Planning Authority. The Nature Conservation Management Plan shall include:

- a) A tree and hedgerow condition schedule for all those retained and proposed trees and hedgerow on and adjoining the site (Drawing No. TL/5425/6.9), detailing their location, species, girth or stem diameter, crown spread and reference number;
- b) Proposals for surgery or other works, where applicable, to trees and hedgerows to be retained on the site (Drawing No. TL/5425/6.9);
- c) Details of protective fencing measures to safeguard all trees and vegetation in accordance with the current Swindon Borough Tree protection standards as supplemented by the most recent BSI;
- d) Updated Phase 2 surveys of protected species and identification of their habitats, details of long-term habitat and species protection, connectivity and mitigation, timing of their implementation, a maintenance management responsibilities schedule, and details and location of the necessary protection of species during construction in accordance with the approved Green Infrastructure Strategy;
- e) Details of protection for water courses and aquatic habitats against physical and chemical disturbance or pollution;

No development shall take place on site pursuant to any reserved matters permission, until the necessary protective measures as set out within the approved Biodiversity Management Plan have been erected within that reserved matters area and any necessary adjoining area identified. The measures shall thereafter be maintained to the standard approved until the development in that area has been completed.

Reason: To protect ecology, flora and fauna and associated habitats and the environment in general.

#### 12. New Vegetation 5 Year Protection

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

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

#### 13. Bats

No buildings shall be demolished or partially demolished nor works undertaken to existing buildings and no trees on the site, that have been identified within the Environmental Assessment as having potential to accommodate bat roosts shall be felled, or reduced before a survey has been undertaken to confirm whether or not bats or bat roosts are present. If bats or their roosts are present, bat mitigation measures shall be submitted to and approved by the Local Planning Authority. Such mitigation measures as may be approved shall be implemented in accordance with the approved details prior to the demolition, partial demolition or tree felling works.

Reason: To protect bats and their supporting habitat.

#### 14. Public Art Strategy

Prior to the submission of the first reserved matters, a strategy to set out the scheme for the delivery of the public realm and public art within the site to include the timing, long term maintenance and the design, specification, and provision mechanisms, shall have first been submitted to and approved by the Local Planning Authority. The layout of the public realm and the provision of public art shall be carried out and maintained in accordance with the approved strategy.

Reason: To secure high quality public realm and the timely provision of public art.

#### 15. Shop/Community Building

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order), the convenience store (Class A1)/community building (Class D1) shall not be used for any other purpose, including any other use within Class A1 or Class D1 of the Town and Country Planning (Use Classes) Order 1995, or any other Order revoking or re-enacting that Order, except for the purpose hereby permitted.

Reason: In the interests of maintaining a sustainable community.

#### 16. School Access and Parking

Notwithstanding the submitted details, prior to commencement of any carriageway serving the school or bounding the school site, a dynamic parking study shall be submitted to determine the amount of on-site school parking to be provided for staff and pupils/family of pupils with mobility impairments, mini-buses and any necessary bus or coach access and off-school site or within purpose built drop-off zones for parental drop off and visitors. The adjacent carriageways, inclusive of non-vehicular infrastructure, being those that serve and bound the school site, shall be designed to cater for the access and parking needs of the school, as necessary, to the satisfaction of the Local Planning Authority. The carriageways shall thereafter be completed in all respects in accordance with the approved designs and maintained as such thereafter.

Reason: To ensure satisfactory on and off street parking provision is provided for the school in the interests of safety and sustainability and compliance with Local Plan Policy TR1 and TR2.

#### 17. Site Access

Prior to commencement of any dwelling foundation the access proposals from Wanborough Road shall be subject to detailed design, in broad compliance with Drawing Number 15292-12 Rev A, which shall thereafter be submitted to and approved by the Local Planning Authority. The access proposals, including footway/cycleway and traffic

calming as appropriate, shall be completed in all respects in accordance with the approved plans and maintained as such thereafter.

Reason: To ensure satisfactory access proposals are made available to serve the development in accordance with Local Plan Policy TR1 and TR2.

#### 18. Existing Access

Prior to first occupation of any dwelling, the existing access road, being Stratton Road, shall be stopped up to use by vehicles within the development boundary and maintained as such thereafter.

Reason: To ensure that vehicles do not have unfettered access to Wanborough Road Eastbound, presenting potential rat-running opportunities and conflicting highway safety issues contrary to Local Plan Policy NC3, TR1 and TR2.

#### 19. Car Parking Standards

No dwelling shall be occupied or other building brought in to use until car parking provision (including garages) for that use in accordance with the Council's adopted car parking standards, together with associated maneuvering and turning space have been provided in accordance with details that have first been submitted to and approved by the Local Planning Authority. The parking spaces (including garages) shall be constructed, laid out and made available for use prior to the first occupation of each unit and shall be retained and maintained thereafter for the parking of private motor vehicles. The individual parking spaces and residential garages to be constructed in connection with the development hereby permitted, shall accord with the Councils' relevant adopted standards without any internal obstructions. All garages and car parking spaces shall thereafter be made available for use at all times for parking a vehicle.

Reason: To enable vehicles to enter and leave the parked areas in forward gear and to be reasonably accommodated within the development site in the interest of amenity and highway safety.

#### 20. Cycle and Motorcycle Parking and Storage

Before the first occupation of each building, provision shall be made for any bicycle and motorcycle storage that accords with the Council's standards in respect of all uses. Any bicycle storage and motorcycle parking provision shall thereafter be retained for the storage of bicycles and parking of motorcycles in connection with the development hereby permitted.

Reason: To ensure satisfactory provision is made for bicycle storage and motorcycle parking at all times.

#### 21. Electric Vehicle Charging Points

Each reserved matters application for development should provide details of electric vehicle charging points. The location and form of the charging points should be agreed with the Local Planning Authority and implemented in full accordance with the approved plans and maintained as such thereafter.

Reason: To be in line with the governmental plans and commitment to phase out conventional diesel and petrol cars and consequent development of electric cars market as announced in July 2017 and para 35 of the NPPF.

#### 22. Car Share Scheme

Details for the provision of at least 1 no. car share scheme parking bay to be located centrally within the application site, shall be submitted to and approved by the local planning authority.

Reason: In the interest of sustainable transport.

### 23. Construction and Environmental Management Plan (CEMP) Method Statement

Prior to the commencement of works of any development on any phase or sub-phase hereby permitted, including site clearance, a Construction and Environmental Management Plan for that phase or sub-phase of development shall be submitted to and approved by the Local Planning Authority. Once agreed, such mitigation measures approved prior to the commencement of construction shall be implemented prior to the commencement of any construction on the site and shall be adhered to throughout the construction period of that phase. The Construction and Environmental Management Plan shall provide:

- i. details of the number and frequency of construction vehicle movements and contact details for site manager;
- ii. secure vehicle logs, including registrations and time of arrival/departure;
- iii. a scheme for the on-site maintenance and repair of plant and other equipment/machinery, including locations for storage of those items;
- iv. for the loading, unloading and storage of plant and materials, including swept paths of vehicle movements within the site;
- v. a device for removing debris from the highway to ensure the highway is clear at all times and is on 24 hour call out (excluding those days where construction is not permitted);
- vi. construction vehicle routes to and from and within the site with distance details;
- vii. temporary access details and parking area for site operatives and construction traffic, parking of vehicles of site operatives and visitors;
- viii. details of buildings, enclosures and staff facilities;
- ix. specific measures to be adopted to mitigate construction impacts including noise and vibration (including infrastructure improvements if appropriate);
- x. details of a procedure for wheel washing and vehicle wash down of all site construction traffic leaving any of the construction sites;
- xi. details of petrol and oil interceptors to be provided;
- xii. a method statement for the control of noise and vibrations, including pile driving (in accordance with BS: 5228), dust, smoke, fumes and debris during construction;
- xiii. details of all mitigation measures outlined within 'Section 9.7 – Mitigation' of the Environmental Statement: Volume 1 (December 2015);
- xiv. details of acoustic hoarding to protect nearby sensitive receptors;
- xv. a Construction Workers' Travel Plan;
- xvi. a Traffic Management Plan to control traffic during the construction phases;
- xvii. details to maintain access to the adjacent site/land;
- xviii. measures for the treatment of environmentally sensitive areas and how the environment will be protected during the works to include:
  - a. site walkover survey by a suitably experienced Ecological Clerk of Works to ensure that the status of the Site for habitats and species has not significantly altered since planning consent;

- b. The measures to be used during the development in order to minimise and reduce the environmental impact of the works (considering both potential disturbance and pollution);
  - c. A map or plan showing habitat areas to be specifically protected (identified in the ecological report) during the works; and,
  - d. Any necessary mitigation for protected species.
- xix. any pollution and contamination protection methods; and
- xx. Details of the persons/ bodies responsible for particular activities to be controlled by the CEMP including to demonstrate suitably qualified for the activity they are undertaking or supervising (e.g. Ecological Clerk of Works).
- Reason: To reduce the potential impact on the public highway and residential amenity during the site preparation and construction phase(s) of development.

#### 24. Construction and delivery hours for sites during construction

No work including the waiting of vehicles undertaking deliveries and collections during the construction phases shall take place outside the following hours:

- 0730 to 1830 Monday to Friday;
- 0830 to 1300 Saturdays; and
- Not at all on Sundays, Bank Holidays and Public Holidays.

In addition there shall be no deliveries or collections association with construction phases between 0800 and 0900 or 1700-1800 on weekdays (Monday – Friday, excluding public holidays)

Reason: To protect residential amenity and highway safety.

#### 25. Archaeology

Prior to the commencement of development on site, a detailed mitigation strategy and written programme of archaeological investigation for on-site and off-site work, including the analysis, publishing and archiving of the results, shall be submitted to and approved by the Local Planning Authority.

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

#### 26. Environment Agency 1

Notwithstanding the plans hereby approved at Condition 4 there shall be no development within Flood Zones 3 or 2 as set out on the Environment Agency Flood Maps.

Reason: The application site has areas within Flood Zones 3 and 2 defined as the 1% AEP (or chance in any year) flood event and 0.1% AEP flood event, respectively.

#### 27. Environment Agency 2

No development shall take place until a scheme for the provision and management of an 8 metre wide buffer zone alongside the Liden Brook has first been submitted to and agreed by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping. The schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (should be native species only).
- details demonstrating how the buffer zone will be protected during development and managed/ maintained over the longer term.
- details of any proposed footpaths, fencing, etc.

Reasons: The application site is located adjacent the Liden Brook, designated as a 'main river'. Watercourses are important habitats, and land alongside them is particularly valuable for wildlife. It is essential that this ecological value is protected.

## 28. Flood Risk

Prior to the submission of the first Reserved Matters application a surface water drainage scheme for the entire site, in accordance with the approved 'Flood Risk Assessment & Drainage Strategy' (Atkins – 8<sup>th</sup> December 2015), 'Drainage Technical Note – Wanborough Road' (Atkins 19<sup>th</sup> April 2016) and 'Proposed Site Access – Highway Drainage' plan (Drawing No. 5138119-ATK-DR-D-004), shall be submitted to and approved by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details in accordance with the approved phasing programme. Each reserved matters application shall be accompanied by a report detailing compliance with the Scheme. The scheme shall include:

- Evidence that the proposed flows from the site will discharge at or below greenfield runoff rates, or as close as practical for any areas that have been previously developed;
- Details of how the drainage scheme has incorporated SuDS source control techniques to manage water quantity and maintain water quality in accordance with the adopted NEV SuDS Vision SPD and best practice guidance including the latest SuDS Manual C753;
- Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;
- Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753 and the New Eastern Villages SuDS Vision;
- Details of how the scheme shall be maintained and managed after completion;
- Details of how water quality shall be maintained/improved during and after construction;
- Details to confirm that any drainage systems offered for adoption will be designed to Sewers for Adoption 7<sup>th</sup> Edition and/or SBC Standards Transport Requirements for Developments (TRfD), whichever is appropriate;
- Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change event to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime; and,
- The submission of evidence relating to accepted outfalls from the site, particularly from any third party network owners.

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

## 29. Control of Noise (Residential Internal)

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

- Resting 35 dB LAeq,16hour
- Dining 40 dB LAeq,16hour
- Sleeping 30 dB LAeq,8hour
- 45dB LAFmax
- 50dB in external amenity spaces

Reason: In the interests of residential amenity.

### 30. Control of Noise (Residential External)

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

Reason: In the interests of residential amenity.

### 31. Control of Noise (Schools)

All applications for the approval of reserved matters that relate to any proposed educational establishment shall be accompanied by a comprehensive noise survey and noise mitigation report for that premises to ensure the acoustic design standard accord with the current industry standard. The educational establishments shall then be designed and constructed to that standard. Prior to opening, the educational establishment shall also be tested against that standard and the results submitted for approval before the use commences.

Reason: To ensure the proper safeguarding of staff and pupils from noise generated.

### 32. Control of Noise (Commercial Development)

Prior to the commencement of any commercial development a BS 4142:2014 (or later versions) assessment should be undertaken to consider the impact of operational noise from the retail/commercial unit, including any plant/machinery associated with the proposed use, on nearby residential premises. Where the rating level of any noise source exceeds 5dB below the background level (LA90), as determined by a BS 4142:2014 assessment, a scheme of noise mitigation should be implemented and maintained.

Reason: In the interests of amenity.

### 33. Contaminated Land

#### 1) Site Characterisation

No development shall take place until an assessment of the nature and extent of contamination (in addition to information already submitted in the Environmental Statement) has been submitted to and approved by the Local Planning Authority. This



assessment shall consider any contamination on the site, whether or not it originates on the site. Moreover, it must include:

- (i) A site investigation, establishing the ground conditions of the site, a survey of the extent, scale and nature of contamination;
- (ii) A 'developed conceptual model' of the potential pollutant linkages with an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems.

## 2) Submission of Remediation Scheme

Prior to the submission of the Reserved Matters application a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural environment has been submitted to and approved by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

## 3) Implementation of Approved Remediation Scheme

The Remediation Scheme, as agreed by the Local Planning Authority, shall be fully implemented in accordance with the approved timetable of works and before the development hereby permitted is first occupied. Any variation to the scheme shall be agreed with the Local Planning Authority in advance of works being undertaken. On completion of the works the developer shall submit to the Local Planning Authority written confirmation that all works were completed in accordance with the agreed details".

## 4) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported within 2 days to the Local Planning Authority and development must be halted on the part of the site affected by the unexpected contamination.

An assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved by the Local Planning Authority in accordance with the requirements of condition 2.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in

the approved remediation scheme written confirmation that all works were completed must be submitted to and approved by the Local Planning Authority in accordance with condition 3.

Reason: To ensure any contamination of the site is identified and appropriately remediated.

#### 34. Waste Provision

Prior to the commencement of development, a waste audit shall be submitted to and approved by the Local Planning Authority. The waste audit must include:

- a) the type and volume of waste that the development process will generate (the development process comprises the construction process and any other operations necessary to bring the development into being);
- b) the steps to be taken to reduce, re-use and recycle any waste that is produced through the development process;
- c) the steps to be taken to reduce the production of hazardous wastes in the development process;
- d) the steps to be taken to minimise the use of raw materials in the development process;
- e) the steps to be taken to reduce the use of hazardous materials in the development process;
- f) the steps to be taken to minimise the pollution potential of unavoidable waste;
- g) the steps to be taken to dispose of unavoidable waste in an environmentally acceptable manner;
- h) the steps to be taken to ensure maximum waste recovery (e.g. recycling and composting) once the development is completed/occupied; and
- i) proposals for the transport of waste created during the development process and subsequent use of the site.

Once approved all development shall be undertaken in strict accordance with the approved waste audit.

Reason: To ensure suitable waste and recycling facilities are provided in accordance with Policy WSC6 of the Wiltshire and Swindon Waste Core Strategy.

#### 35. Street Lighting

No dwellings shall be occupied until a scheme of street lighting has been submitted to and approved by the Local Planning Authority. The scheme shall include details of the street lighting design, specification and installation between the frontage and the adopted highway as well as the timing of installation. The scheme shall then be implemented in accordance with the approved scheme.

Reason: In the interests of highway safety and amenity.

#### 36. Wilts Fire and Rescue

The Development hereby authorised shall not commence until details for the provision of a water supply network and/or hydrants to meet the fire-fighting needs of the development (to include installation arrangements and the timing of installation) have been submitted to and approved by the local planning authority. Each reserved matters area shall include a scheme and specification for the provision and location of fire hydrants, if required to serve that area, which will have first been submitted to and

approved by the Local Planning Authority. No development shall take place other than in accordance with the approved scheme.

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

### 37. Thames Water – Waste Water

Prior to the commencement of development, a foul/waste water strategy detailing any on and/or off site drainage works, shall be submitted to and approved by the Local Planning Authority. 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: The development may lead to sewage flooding; 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.

### 38. Thames Water – Water Supply

Prior to the commencement of development, impact studies of the existing water supply infrastructure shall be submitted to and approved by the Local Planning Authority. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

## **Informatives**

### 1. Environment Agency

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Liden Brook, designated a 'main river'.

### 2. Thames Water – Surface Water Drainage

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

### 3. Street Naming and Numbering

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

### 4. Works in Highway

In addition to this consent, the proposed development will require separate Local

Highway Authority approval for the construction of works in the highway. The Applicant is required to obtain this approval before works commence and is therefore recommended to contact Swindon Borough Council's Street Works Management Department in this respect as soon as possible.

#### 5. Wiltshire Fire and Rescue Sprinklers

The applicant's attention is drawn to the contents of the Wiltshire Fire and Rescue Service letter dated 25<sup>th</sup> January 2016 and the recommendations contained therein in relation to the installation of sprinklers.

#### 6. Archaeology

The archaeological mitigation needs to extend to the proposed works along Wanborough Road.

#### 7. Bats

There is a risk that bats may occur at the development site. Many species of bat depend on buildings for roosting, with each having its own preferred type of roost. Most species roost in crevices such as under ridge tiles, behind roofing felt or in cavity walls and are therefore not often seen in the roof space. Bat roosts are protected all times by the Conservation of Habitats and Species Regulations 2010 (as amended) even when bats are temporarily absent because, being creatures of habit, they usually return to the same roost site every year. Planning permission for development does not provide a defence against prosecution under this legislation or substitute for the need to obtain a bat licence if an offence is likely. If bats or evidence of bats is found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or to contact the Bat Advice Service on 0845 1300 228, email [enquiries@bats.org.uk](mailto:enquiries@bats.org.uk) or visit the Bat Conservation Trust website.

#### 8. Great Crested Newts

The applicant is advised that Great Crested Newts are protected by the Wildlife and Countryside Act (1981) and have European Protection under the Conservation Regulations (1994). The European protection afforded to this species means that a licence may be required from the Department of Environment, Transport and the Regions for the works you propose. Natural England can be contacted at <https://www.gov.uk/government/organisations/natural-england>.

#### 9. Natural England

The applicant's attention is drawn to the contents of the Natural England letter dated 4<sup>th</sup> February 2016 and the recommendations contained therein in relation to protected species.

**APPENDIX A****Infrastructure Contributions Package (including infrastructure to be delivered on site by the developer)**

<b>Obligation</b>	<b>Contribution</b>
<b>Housing</b>	
Affordable Housing	20%
<b>Education</b>	
2FE Primary School Site (2.2ha)	Delivered on-site
Primary School Build	£2,112,500.00
Secondary Learning Campus (Build and Land)	£1,162,323.36
<b>Green Infrastructure (GI) / Landscape</b>	
General Recreation	3.34ha on-site
Allotments	0.5ha on-site
Children's Play	0.5ha on-site
Sports Facilities (Land and Build)	£823,826.23
Community Forest	£129,253.20
Nature Reserve	£77,009.32
<b>Transport</b>	
White Hart Junction	£1,275,713.75
Great Stall Bridge	£670,208.75
Southern Connector Road (SCR)	£820,706.25
A420 Improvements	£224,081.25
West of A429 Improvements	£354,552.50
Highway Links Between Development Islands	£311,076.51
Bus Service	£277,500.00
Travel Plan	£99,298.75
<b>Community Facilities</b>	
Community Facilities	£102,841.20
GP Surgery	£208,405.00
<b>Total</b>	<b>£8,649,296.07</b>

**APPENDIX B**  
**Summary of Representations Received**

**Appendix B – Redlands Planning Committee Report (S/OUT/16/0021)**

Consultee	Application Submission	Comments
<b><i>Statutory and External Consultees</i></b>		
Environment Agency	Original (January 2016)	<ul style="list-style-type: none"> <li>No objection; subject to conditions.</li> </ul>
Highways England	Original (January 2016)	<ul style="list-style-type: none"> <li>The Transport Assessment (TA) utilises the TRICs database to derive the likely traffic movements generated by the proposed development.</li> <li>The vehicular trip rates are based on an assessment which assumes 100% private ownership and is therefore considered to be a robust assessment.</li> <li>To provide comfort that the development traffic has been assessed appropriately across the Strategic Road Network (SRN) through the use of census-based data, it would be helpful if the applicant supply a more detailed comparison with the distribution from CD 15.11.</li> <li>The modelling undertaken for the Merlin Way roundabout assumes 30% affordable housing, this should be secured by condition</li> <li>The results of the traffic impact assessment demonstrate that the development will require the implementation of the NEV mitigation package, which should be paid in line with the proportional impact of the proposed development site.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li><i>No further comments.</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>No further comments.</i></li> </ul>
Historic England	Original (January 2016)	<ul style="list-style-type: none"> <li>No objection in principle – the proposal should be determined in accordance with national and local policy guidance and on the basis of specialist conservation advice.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>No further comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.</i></li> </ul>

Natural England	Original (January 2016)	<ul style="list-style-type: none"> <li>• No objection in principle. Having reviewed the application documents Natural England considers it unlikely that the proposal will significantly affect the North Wessex Downs AONB. That said, we have not undertaken a site visit and the proposal is within 2km- 3km proximity of the AONB, so we advise you to seek the advice of the AONB partnership, given there are significant adverse effects identified in your assessment.</li> <li>• This application is within of 2.0km of the Coombs Hinton Parva Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified.</li> <li>• The Natural England Standing Advice should be applied to this application.</li> <li>• The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. As such, Natural England would encourage the incorporation of GI into this development.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>No further comments.</i></li> </ul>
Network Rail	Original (January 2016)	<ul style="list-style-type: none"> <li>• Raise concerns with the two level crossings in the vicinity.</li> <li>• The main railway line is due to be electrified in the future; and there are aspirations for a footbridge to be installed to enable the two footpath level crossings to be closed to alleviate our safety concerns.</li> <li>• Network Rail would welcome the pooling of planning obligations from this and other EV developments to mitigate the potential impact upon the railway (in accordance with Circular 05/05)</li> <li>• Should the footbridge not be installed then Network Rail would object to the application.</li> </ul>
NHS	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Short term provision for the first 2,750 homes at the NEV, circa population of 6,325.</i></li> <li>• <i>It is anticipated that the first phase of growth, including South Marston, Rowborough and Redlands would require immediate primary care provision.</i></li> </ul>



		<ul style="list-style-type: none"> <li>• <i>Short term provisions are often more appropriate as temporary solutions. Based upon a 1,800 population list size per GP, this phase would require 3-4 WTE GPs to deliver primary care for this phase of growth.</i></li> <li>• <i>Swindon and Shrivenham is challenged from a GP and nurse workforce shortage to fill current vacancies and many practices are nearly at list capacity. Based on this, few practices currently have the capacity to increase their current list to take on patients from this growth. The position often changes over months and years so the provision of healthcare for this phase can be adjusted accordingly.</i></li> <li>• <i>A list of practices within localities 1, 2 and 3 is provided, all except 2 are located south of the A419.</i></li> <li>• <i>In the short term, it is anticipated that existing GP practices within the development area. Depending on the speed of growth this could be for the first 6-12 months of housing occupation.</i></li> <li>• <i>Once the phases become more established, a temporary GP surgery would be based on site to meet the growth. This facility can be extended parallel to the growth.</i></li> </ul>
North Wessex Downs AONB	Original (January 2016)	<ul style="list-style-type: none"> <li>• Although an illustrative masterplan, areas of green open space need to be enhanced and some of the tree planting is too regimental in places – should be softened/staggered and not be attempting to hide the development.</li> <li>• The allotments are set out on a limb and should be integrated in to the development.</li> <li>• The loose knit layout of the dwellings is a positive approach.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>Landscape works need to be carried out with each phase of development</i></li> <li>• <i>A condition should also be included for all external lighting details to be submitted and approved. Lighting should be designed in accordance with environmental zone E1 given the existing character of the site.</i></li> <li>• <i>Materials will be very important to ensure the development fades into the landscape and integrates well with the on-site landscaping rather than dominating the skyline views as brash colours and re-con materials do not weather well. Avoiding thick recon red concrete tiles would be advisable.</i></li> </ul>

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Sport England	Original (January 2016)	<ul style="list-style-type: none"> <li>Object to the proposed application on the grounds that there are insufficient details provided within application to demonstrate that the demand generated by the development for sports provision can be met through on-site facilities or by providing additional capacity off-site.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li><i>No further comments.</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>No further comments.</i></li> </ul>
Thames Water	Original (January 2016)	<ul style="list-style-type: none"> <li>Surface Water Drainage – Responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer.</li> <li>Recommend that that petrol/oil interceptors be fitted in all car parking/washing/repair facilities.</li> <li>Following an initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Recommend planning condition.</li> <li>Water Comments – The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Recommend planning condition.</li> <li>Waste – Thames Water have commissioned a catchment study to determine the infrastructure requirements for accommodating the development. The applicant is requested to contact Developer Services to discuss the options for connecting this site to the public foul sewer system.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage</i></li> <li><i>Suggested conditions: Should the LPA look to approve the application, Thames Water would like the following condition: “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 LPA in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted</i></li> </ul>

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		<p><i>into the public system until the drainage works referred to in the strategy have been completed”</i></p> <ul style="list-style-type: none"> <li>• <i>“Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the LPA”</i></li> </ul>
Wilts Fire & Rescue	Original (January 2016)	<ul style="list-style-type: none"> <li>• Request water supply and hydrants to be provided on site – planning condition</li> </ul>
<b>Internal Consultees</b>		
Arboriculture	Original (January 2016)	<ul style="list-style-type: none"> <li>• TPO'd trees are primarily located along the stream and have been considered within the application. Not clear what is proposed for the Willow (TPO 212) – further detail required.</li> <li>• Agree with the tree report where it suggests the newly planted chestnut avenue at the entrance of the site as a developing feature.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>No further comments.</i></li> </ul>
Archaeology	Original (January 2016)	<ul style="list-style-type: none"> <li>• The submitted details suggest there are archaeological remains of local/regional significance and as a result further archaeological fieldwork would be required prior to any works starting, should the scheme be consented. A planning condition should be attached to any consent.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>No further comments.</i></li> </ul>
Conservation	Original (January 2016)	<ul style="list-style-type: none"> <li>• No objection in principle; subject to clarification on the following matters.</li> <li>• The proposed 2 metre footpath connecting the development site and Wanborough – would this impact upon the rural character and appearance including the introduction of any footway, lighting etc.</li> </ul>
Ecology	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>The report acknowledges that great crested newts may be using the site as part of their terrestrial habitat. The impact of the proposals need to be assessed using Natural England guidance, once current population assessments are known.</i></li> </ul>
	<i>Revised (January 2018)</i>	<ul style="list-style-type: none"> <li>• <i>The survey needs to be revaluated at an appropriate time of year for the relevant species.</i></li> </ul>

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Education	Original (January 2016)	<ul style="list-style-type: none"> <li>• The proposed development is some distance from Wanborough and Covingham schools, a school would therefore need to be provided on-site.</li> <li>• Education land should be transferred by occupation of first dwelling.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>A site of 2.2ha to deliver a 2FE primary school with nursery will be required.</i></li> <li>• <i>Financial contributions towards the construction of the primary school are required.</i></li> <li>• <i>Financial contributions towards the land and construction of the secondary school at the NEV are required.</i></li> </ul>
	<i>Revised (March 2018)</i>	<ul style="list-style-type: none"> <li>• <i>A proposal of 370 dwellings generates 137 primary pupils which is equivalent to a requirement for 0.65 Forms of Entry (FE).</i></li> <li>• <i>The proposal generates a need for 52 secondary pupils. Therefore there is a requirement for a 0.35 FE secondary school.</i></li> <li>• <i>The proposal also generates a need for 85 early years' pupils.</i></li> </ul>
Environmental Health (Noise)	Original (January 2016)	<ul style="list-style-type: none"> <li>• No objection; subject to planning conditions.</li> <li>• In principle the development proposed is acceptable in terms of amenity.</li> <li>• Further detailed assessment relating to noise and vibration generated during the construction and operational phases will be necessary due to the lack of information available at this time. Specifically, noise from traffic on the Wanborough Road and via the access route from the Wanborough Road will need to be considered for those proposed dwellings adjacent/closest to this location. As the development progresses, traffic will be diverted away from this access point to the north and west artery roads and so it will be necessary to model the predicted impact of road noise on dwellings adjacent to these routes.</li> <li>• It is not clear whether there is to be some form of district centre with retail/commercial outlets. In the event that this is the case, plant and traffic noise from these premises should be considered in order to ensure that mitigation can be proposed where necessary. This should be via a BS 4142 type assessment.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>No further comments; subject to planning conditions.</i></li> </ul>
Environmental Health	Original (January 2016)	<ul style="list-style-type: none"> <li>• Further details are required; and should be controlled by planning condition.</li> </ul>

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(Contamination)	2016)	
Environmental Health (Pollution)	Original (January 2016)	<ul style="list-style-type: none"> <li>Based on the information provided, the impact on air quality during operational phase can be considered as negligible.</li> <li>For the construction phase a Construction and Environmental Management plan (CEMP) should be prepared for approval as part of a pre-commencement condition.</li> </ul>
Forward Planning	Original (January 2016)	<ul style="list-style-type: none"> <li>Policy SD2 clearly defines the development strategy.</li> <li>The Local Plan Inspector suggested that 30-40 dwellings at Redlands would make a relatively modest contribution. Critically, however the Inspector did not issue a modification to the effect of limiting the scale of development at Redlands.</li> <li>The application is site is shown within Phase 3 of the Local Plan NEV phasing. Para 5.89 acknowledges that the housing figures and anticipated timeframes are indicative and progress on the differing development islands will be dependent on the necessary infrastructure being delivered, therefore if infrastructure is already in place, there is potential for the delivery of development to be accelerated.</li> <li>Policy NC3 states there should a design led approach to housing density leading to an overall average density of 40 dwellings per hectare (in the NEV). The proposal is considered to comply with this.</li> <li>The application includes provision of a 2.2ha site for a primary school and 235 sqm of retail <u>floorspace</u>. Other aspects relating to community facilities and services are clearly reliant on the wider NEV, including secondary school education and health care facilities.</li> <li>Critical to the sustainable assessment of the site is accessibility by walking, cycling and public transport. It is acknowledged that at present the site has poor pedestrian and cyclist access. In order to address this, the applicant has proposed footway linkages along Wanborough Road between Covingham and the existing village of Wanborough.</li> </ul>
Highways	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li><i>With regard to the parking and access constraints that the primary school proposes, this will be a matter for the reserved matters application.</i></li> <li><i>The access to the primary school to should be secured as part of a legal</i></li> </ul>

		<p><i>agreement in perpetuity.</i></p> <ul style="list-style-type: none"> <li>• <i>The linkages through the proposed development from the north to Wanborough Road should be considered further, to make it more tortuous and avoid rat-running.</i></li> <li>• <i>The principal aim of the design is to change the priority of the access to ensure that traffic that may be 'rat-running' through Wanborough to access Junction 14 of the M4 will need to give way to traffic entering and exiting the site.</i></li> <li>• <i>Further to the revised priority of Wanborough Road to serve the development access, it is also proposed to reduce the attractiveness of Wanborough Road and access through the adjacent villages, through a series of measures comprehensively making up a traffic calming and management scheme for the area.</i></li> <li>• <i>No objection in principle; subject to planning conditions and obligations.</i></li> </ul>
Housing	Original (January 2016)	<ul style="list-style-type: none"> <li>• 30% of total units to be AH i.e. <math>30\% \times 370 = 111</math> AH (based on 370no. dwellings being provided). See response for additional details.</li> <li>• Preferred AH mix would be as follows: <ul style="list-style-type: none"> <li>o 10% x 1-bed 2 person flats or houses (11 units)</li> <li>o 50% x 2-bed 4 person houses (55 units)</li> <li>o 35% x 3-bed 5 person houses (39 units)</li> <li>o 5% x 4-bed 7 person houses – note 7 person requirement (6 units)</li> </ul> </li> <li>• To be tenure blind and not be visually distinguishable from OM units on site in terms of build quality, materials, details, levels of amenity space and privacy. <ul style="list-style-type: none"> <li>o The 'D&amp;A Statement' makes reference to a mix of detached, semi and terraced dwellings being provided on site, therefore I would expect the AH to be a mix of semi and terraced properties.</li> <li>o Terraced properties can be problematic when it comes to rear access, wheelie bin/recycle box storage etc. So where terraced properties are to be provided careful design input will be required at this early design stage to avoid long alleyways to access the rear gardens and to design out the potential for 'bin blight' at the front of the properties.</li> </ul> </li> </ul>
Landscape	Original (January	<ul style="list-style-type: none"> <li>• Concerned by the geometry of the proposed swales and their suitability as safe</li> </ul>

	2016)	<p>structures for inclusion in public open space.</p> <ul style="list-style-type: none"> <li>• Further clarity is required over the precise meaning of LAP.</li> <li>• Many of the play facilities are still located on the periphery of the development – particularly the LEAP on the east boundary of the site. Play areas should not be screened from properties (ie. play area on north boundary).</li> <li>• It is questioned whether parking courts are acceptable and why only these areas currently have permeable paving.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Proportionate contributions should be sought towards the central NEV Ecology Park, Lakes, Visitor centre and destination play area as well as the Canal.</i></li> <li>• <i>The red line of the application should be extended to provide for community forest, off-site tree planting and river meadows features. This would result in increased habitats and net biodiversity gain.</i></li> <li>• <i>Strategic cycle/walking routes should be provided by the Redlands development in line with the approved Masterplan.</i></li> <li>• <i>The red line should include an area of land which proportionately contributes towards the sports hubs proposed within the NEV.</i></li> </ul>
Lead Local Flood Authority (LLFA)	Original (January 2016)	<ul style="list-style-type: none"> <li>• Part of the site access is located within a medium risk area on the surface water flooding maps. Wanborough Parish Council have also provided evidence that these sections of Wanborough Road flood after heavy rain. An assessment should be provided to ensure the development will have safe access and egress.</li> <li>• Initial discussions suggested that all existing ditches and water courses would be incorporated and maintained within the masterplan. The latest illustrative masterplans suggest that there will be development on these watercourse identified on Drawing No. 5138119-ATK-DR-001 P2. These are particularly valuable for wildlife and it is essential they are maintained in accordance with Policy EN4 and NC3. The plans should demonstrate that the ditches and watercourses are being retained.</li> <li>• The LLFA therefore cannot support any culverting or filling in of existing watercourses/ditches. Land drainage Consent would need to be applied for separately to the planning process.</li> </ul>

		<ul style="list-style-type: none"> <li>• Further detail will be required at the reserved matters stages.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Further details have been provided suggesting a potential solution to any flooding on Wanborough Road. This includes the provision of a dry pond on the application site, which take any extra over flow rate. The topography would be engineered to ensure any overflow from this pond would be channelled through the site drainage system and Liden Brook.</i></li> <li>• <i>There are no further comments; subject to conditions.</i></li> </ul>
Policy (Accessibility)	Original (January 2016)	<ul style="list-style-type: none"> <li>• 2% wheelchair accessible housing – any condition should refer to the new housing standards review (do not use Tadpole or Commonhead conditions as out of date)</li> <li>• Any two storey wheelchair accessible housing needs a fully functioning lift built in</li> <li>• Level threshold throughout site</li> <li>• Movement networks – across the whole site should be suitable</li> <li>• No tandem parking for wheelchair accessible housing</li> <li>• Is shared surface being used? If so there needs to be suitable directional paving materials etc</li> </ul>
Public Health	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>The proposal does not explore opportunities for shared community use and co-location of services – this should be something to explore as the proposal is developed.</i></li> <li>• <i>I am uncertain what street furniture may be included and this should be considered to ensure that the development is safe, attractive and welcoming to everyone and encourages physical activity and social cohesion</i></li> <li>• <i>Must ensure good connectivity through walking and cycling.</i></li> <li>• <i>The layout of car parking, with the exception of the potential location for school parking is uncertain.</i></li> <li>• <i>I am uncertain if the proposal will provide opportunities for the voluntary and community sector.</i></li> </ul>
Urban Design	Original (January 2016)	<ul style="list-style-type: none"> <li>• Raises concerns with the proposed development being disconnected from the rest of the NEV allocation, contrary to DE1. The red line of the application fails to include a connection to the any of the neighbouring development islands,</li> </ul>



		<p>particularly Lotmead to the north. The lack of connectivity impacts the principles of accessibility and inclusivity by removing the movement networks between essential local facilities. It is also contrary to Policy TR2 in that it fails to achieve 'walkable neighbourhoods'. Policy NC3(a) also states "...the form of development shall comprise a series of new inter-connected distinct villages..."</p> <ul style="list-style-type: none"> <li>• The proposed layout fails to achieve a 'village core' concept due to the levels of separation between the proposed facilities. There is a lack of positive clustering at the central heart of the development.</li> <li>• Other design comments: <ul style="list-style-type: none"> <li>– Bus corridor should provide a tighter urban grain to enhance the active frontage</li> <li>– School building should act as a gateway marker to provide legibility for the scheme</li> <li>– Dwelling frontages are too narrow to provide adequate front gardens, usually associated with low density schemes</li> <li>– Concerns around the removal of hedgerows and trees, particularly in the village green area</li> <li>– Lack of a perimeter block structure, compromising permeability within the layout. Block structures would eliminate cul-de-sac development, whilst large rear parking courts should be avoided.</li> </ul> </li> </ul> <p>Creating frontages to face all streets is important and can be assisted by the presence of corner buildings</p>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Concerned by the lack of detail relating to the connection from the north of the site to the rest of the NEV, which is required to achieve inter-connected villages.</i></li> <li>• <i>Suggests that the 'village core' concept could be enhanced through the relocation of the village green closer to the primary school and village square.</i></li> <li>• <i>A number of other concerns are raised relating to the current design:</i> <ul style="list-style-type: none"> <li>○ <i>Block structures should be designed to eliminate cul-de-sacs</i></li> <li>○ <i>Lack of perimeter block structure</i></li> <li>○ <i>Large rear parking courts should be avoided</i></li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>○ <i>Dwelling frontages are too narrow to provide adequate front gardens</i></li> <li>○ <i>Removal of hedgerows and trees at the village green area</i></li> </ul>
<b>Parish Councils (Swindon Borough unless stated)</b>		
Bishopstone Parish Council	Original (January 2016)	<ul style="list-style-type: none"> <li>• Object to the proposed development and agree with the comments made by Wanborough Parish Council.</li> <li>• Concerned that the application does not propose to reduce rat-running in accordance with Policy NC3.</li> <li>• Believe that determining the application prior to the delivery of essential infrastructure would be premature.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Reiterate previous comments.</i></li> </ul>
Bourton Parish Council (Vale of the White Horse)	Original (January 2016)	<ul style="list-style-type: none"> <li>• The proposal would form an unsustainable development, contrary to the NPPF and would require residents to use private vehicles to access shops, schools, employment and doctors surgeries etc.</li> <li>• The scale of the proposed development would have a huge impact on the Area of Outstanding Natural Beauty (AONB) and would be visually intrusive from the Bourton Conservation Area.</li> <li>• The level, density and height of housing (2.5 storey) is unacceptable in this location.</li> <li>• The surrounding villages and AONB would be affected by the light pollution.</li> <li>• Suggest that a smaller development may be acceptable, providing an adequate buffer is provided.</li> <li>• The transport assessment states that the A420 and White Hart are already at capacity; further development would encourage rat-running.</li> <li>• Negative environmental impacts on toads, crayfish and otters.</li> <li>• Agree with the comments of Wanborough Parish Council.</li> </ul>
	<i>Revised (February 2016)</i>	<ul style="list-style-type: none"> <li>• <i>This level of housing/density/height/light pollution is unacceptable upon the identity of the settlements and the AONB.</i></li> </ul>

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		<ul style="list-style-type: none"> <li>• <i>There will be negative environmental impacts on the site itself and neighbouring areas of fragile wetlands.</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>Reiterate previous comments.</i></li> </ul>
Covingham Parish Council	Original (January 2016)	<ul style="list-style-type: none"> <li>• In its current form the proposed development is unsustainable due to its isolation and lack of infrastructure and services.</li> <li>• The number of dwellings is ten times higher than was initially quoted.</li> <li>• Land is allocated for the school, but no guarantee it will be built. There are limited spaces at Covingham School and Wanborough is full.</li> <li>• No safe route from the development to Covingham, resulting in increased traffic levels and 'rat-running'.</li> <li>• There are flooding issues in the area, particularly where the entrance to the development is proposed.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>Reiterate previous comments.</i></li> </ul>
Liddington Parish Council	Original (January 2016)	<ul style="list-style-type: none"> <li>• Due to the primary school not being provided until after the 100<sup>th</sup> occupation, the development would be built before a school could be built, putting pressure on Wanborough Primary School</li> <li>• There is no provision for a GP surgery</li> <li>• The existing road network is inadequate to deal with the development</li> <li>• The proposal is unsustainable as it would have a negative impact on the environment and place a burden on the existing infrastructure, which is already at capacity</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>The development is premature and not sustainable in its current form due to its isolation.</i></li> <li>• <i>The number of dwellings being proposed is almost 10 times those quoted in the Swindon Local Plan.</i></li> <li>• <i>The nearest facilities will be in Wanborough, Covingham and beyond via a road with no footpaths. This will be dangerous and extremely unsafe with an increase the number of vehicles using the existing access roads and with minimal public</i></li> </ul>

		<p><i>transport facilities.</i></p> <ul style="list-style-type: none"> <li>• <i>We understand this site is also affected by flooding which was clear to see in January on the Wanborough Road which is where entrance to this development will be created.</i></li> <li>• <i>We request that the NEV is looked at in its entirety so that priority is given to the necessary services and transport infrastructure for the new communities so as not to severely impact existing settlements during the protracted development.</i></li> <li>• <i>The southern link road through to Commonhead and through to the A420 must be given a high priority.</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>The development is premature and not sustainable in its current form due to its isolation.</i></li> <li>• <i>The number of dwellings being proposed is almost 10 times those quoted in the Swindon Local Plan.</i></li> <li>• <i>The nearest facilities will be in Wanborough, Covingham and beyond via a road with no footpaths. This will be dangerous and extremely unsafe with an increase the number of vehicles using the existing access roads and with minimal public transport facilities.</i></li> <li>• <i>We understand this site is also affected by flooding which was clear to see in January on the Wanborough Road which is where entrance to this development will be created.</i></li> <li>• <i>We request that the NEV is looked at in its entirety so that priority is given to the necessary services and transport infrastructure for the new communities so as not to severely impact existing settlements during the protracted development.</i></li> <li>• <i>The southern link road through to Commonhead and through to the A420 must be given a high priority.</i></li> </ul>
Nythe Parish Council	Original (January 2016)	<ul style="list-style-type: none"> <li>• Concerned the development will worsen flood issues in Nythe.</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>Reiterate previous comments.</i></li> </ul>
South Marston Parish	Original (January	<ul style="list-style-type: none"> <li>• Suggest that it would be beneficial to see a strong footpath/cycleway connection</li> </ul>

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Council	2016)	<p>from the development to Wanborough and the wider NEV</p> <ul style="list-style-type: none"> <li>Also question whether the junctions at A419/White Hart/merlin Way are adequate to handle any increased traffic</li> </ul>
	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li><i>Concerned that the design does not relate to the Rights of Way network in the emerging NEV masterplan and South Marston Parish Council report (produced with Swindon Bicycle Users Group)</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>Reiterate previous comments.</i></li> </ul>
Stratton St Margaret Parish Council	Original (January 2016)	<ul style="list-style-type: none"> <li>Concerned that that there will be an increase in traffic at White Hart and Greenbridge Roundabouts and that traffic would overflow onto Ermin Street.</li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>Committee is extremely concerned about this development's size and scale and the potential impact on the local roads and infrastructure. The local roads in the Parish are already congested and the local services overloaded.</i></li> </ul>
Wanborough Parish Council	Original (January 2016)	<p>Object to the proposed application the following grounds:</p> <p><i>Infrastructure</i> - The proposal would be out of phase and as a result all infrastructure would not be in place</p> <ul style="list-style-type: none"> <li>It would significantly increase vehicular traffic movements, contrary to Policy TR1.</li> <li>Existing residents using Wanborough Road would have to give way to the proposed new junction.</li> <li>The traffic assessment states vehicles leaving the development would not be able to turn left; however it is not clear from the design how they would prevent this.</li> <li>No development within the NEV should be accessed from Wanborough Road as it would increase 'rat-running' through Wanborough village.</li> <li>Masterplan indicates a road link to the north; however nothing within the heads of terms as to how it would be paid for.</li> <li>The Masterplan should be redesigned so that the main access is from the north, rather than Wanborough Road; as per the SBLP 2026.</li> </ul>

		<p><i>Walking and Cycle Access</i> – There is currently no access to site from Covingham or Wanborough</p> <ul style="list-style-type: none"> <li>• A footpath to Wanborough would only be available after the 150<sup>th</sup> occupation, which would not give the development any safe access until this point.</li> <li>• Insufficient space along Wanborough Road for a footpath, which also lacks street lighting.</li> <li>• No safe walking or cycling routes proposed, resulting in high car use by future residents</li> <li>• No details provided within the submission to show that the proposed pathway is feasible and can be delivered for £50k.</li> <li>• Heads of terms suggest a sum to be paid for footpath and cycle links to the NEV after the 200<sup>th</sup> occupation; however there should be further details on the location of these.</li> <li>• No proposed cycle of footpath to Covingham.</li> </ul> <p><i>Bus service to site</i></p> <ul style="list-style-type: none"> <li>• Insufficient details submitted to say how the proposed bus service would work and who would take responsibility for it.</li> <li>• There is also no certainty that the bus service could be continued after the 5-year agreement.</li> </ul> <p><i>Construction Traffic</i></p> <ul style="list-style-type: none"> <li>• The routes for the construction traffic (through Wanborough or Covingham) are unsuitable for the amount and size of vehicles.</li> <li>• No details have been provided as to the potential impact of dust and how it could affect the Wanborough residents. Important that the development is brought forward in phase to ensure there are suitable routes.</li> </ul> <p><i>Flooding</i></p> <ul style="list-style-type: none"> <li>• Due to the close proximity to Lyden Brook, parts of the site and Wanborough</li> </ul>
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		<p>Road are prone to flooding.</p> <ul style="list-style-type: none"> <li>• The EA surface water flooding map also highlights the access as medium to high risk, as a result the new junction would be prone to flooding.</li> <li>• A development of this scale will increase the risk of flooding on site and in the surrounding area; contrary to Policy EN6 of the Local Plan 2026.</li> </ul> <p><i>Facilities</i></p> <ul style="list-style-type: none"> <li>• The land for school would not be available until the occupation of the 100<sup>th</sup> dwelling, nor would there be any funding towards the construction cost. What reassurances are there that there is sufficient funding to build the school? Currently there is no link shown to the wider NEV to enable school children to access the school from other areas.</li> <li>• Currently no provision at Wanborough or Covingham Primary Schools, whilst the current roads could not cope with additional vehicles taking children to these schools. Contrary to Policy CM1.</li> <li>• No provision for essential services such as GP's or dentist. The facilities in Wanborough are at capacity.</li> <li>• There will be no provision for sport or leisure on-site. Although a £50k contribution is suggested, no details are given as to when these would become available. Suggestion that money should be put towards Hoopers Field; however not details supplied in the heads of terms.</li> <li>• It is important to ensure the timely delivery of facilities to create a sustainable community and meet the needs of the development.</li> </ul> <p><i>Design and Landscape Character</i></p> <ul style="list-style-type: none"> <li>• Bringing the development forward of the rest of the NEV is contrary to Policy DE1 (Accessibility, Connectivity, Inclusivity)</li> <li>• To ensure the landscape context and views from the AONB are protected, the proposed development should be restricted to two storeys.</li> </ul> <p><i>Water Supply</i></p>
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		<ul style="list-style-type: none"> <li>Thames Water have clearly stated that there is currently insufficient capacity to meet the additional demands of the proposed development. The applicant must comply with Policy IN2 of the Local Plan 2026.</li> </ul> <p><i>Other</i></p> <ul style="list-style-type: none"> <li>It was previously stated at a public meeting in Wanborough and within the Inspectors covering letter for the Local Plan that 30-40 dwellings would be suitable for the site. The proposal is much higher than this.</li> <li>In the NPPF there is a presumption in favour of sustainable development. An isolated community would be forced to use cars to access every amenity, and is opposed to the principles of 'placemaking'.</li> <li>The proposal is contrary to the Wanborough Neighbourhood Plan.</li> </ul>
	<i>Revised (June 2016)</i>	<p><i>Additional comments raised include:</i></p> <ul style="list-style-type: none"> <li><i>The revised proposal does not show how the development will link with the Southern Connector Road.</i></li> <li><i>The roads leading onto Wanborough Road such as Burycroft, The Marsh, and High Street cannot cope with additional traffic.</i></li> <li><i>The revised plans do not show how 'rat-running' will be prevented through Wanborough and the other surrounding villages.</i></li> <li><i>The revised plans do not provide a safe cycling and pedestrian access to Swindon, other parts of the NEV or the surrounding villages, making this site completely isolated.</i></li> <li><i>The technical note providing information about the flooding on Wanborough Road is incorrect.</i></li> <li><i>There are no details provided relating to 'Phase 2' of the development. The cumulative impact of this development should be assessed.</i></li> </ul>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li><i>There is no justification as to how these numbers (Site Access Traffic Flows) have been calculated, plus as the quickest route to the M4 will be via Wanborough.</i></li> </ul>



		<ul style="list-style-type: none"> <li>• <i>These traffic flow numbers also doesn't take into consideration the overall impact from the NEV once all other developments are built, Redlands will have a link to the north and this will allow traffic from these areas to gain access to Wanborough Road"</i></li> </ul>
<b>Third Party Representations</b>		
Ramblers Association	Original (January 2016)	<ul style="list-style-type: none"> <li>• The NEV should have a good network of footpaths – applications submitted on a piecemeal basis make it harder for these links to happen</li> <li>• Would result in increased vehicular and pedestrian traffic on Wanborough Road</li> <li>• A footpath would be welcomed; however a signalised crossing needs to be provided to connect with the bridge over the A419</li> </ul>
Residents (Object)	Original (January 2016)	<p><i>Procedure</i></p> <ul style="list-style-type: none"> <li>• Concerned that at other developments certain works by developers (eg. flood measures at Stanley Close) have not been completed when phased and the Council seem to have no recourse.</li> </ul> <p><i>Principle</i></p> <ul style="list-style-type: none"> <li>• The application site encroaches into the area of non-coalescence and open countryside (small part of the access is outside allocation boundary).</li> <li>• The proposed development would remove the gap between Wanborough and Covingham.</li> <li>• Object to the proposed development coming out of phase as it would form an isolated and unsustainable development.</li> <li>• Redlands was not originally allocated as part of NEV and was added due to the noise from the airfield potentially harming the new houses.</li> <li>• The application proposes more dwellings than the 30-50 mentioned at the Swindon Borough Local Plan Examination and stated within Local Plan.</li> <li>• The convenience store proposed as part of the application would put pressure on the existing Wanborough Village shop and it would be a shame if it had to shut.</li> <li>• Question the need for the number of houses proposed within this application and</li> </ul>

		<p>whether this particular site is needed at all.</p> <ul style="list-style-type: none"> <li>• The proposed development would result in a reduction to house prices in the area.</li> <li>• The proposal would not resolve the 5-year land supply issue within the Borough.</li> <li>• The proposal would result in the loss of the existing airfield which is valuable to the local economy by bringing in visitors and to the local aviation industry.</li> <li>• There are currently insufficient employment opportunities. New jobs should be created before any houses are constructed.</li> <li>• Environmental impacts of the proposed development cannot be assessed in isolation and should be considered as part of the wider NEV.</li> <li>• Historically, Wanborough was promised the land between the village and Covingham would form a green buffer protecting the village integrity.</li> <li>• Development at Wanborough should be in accordance with the Wanborough Neighbourhood Plan.</li> <li>• There are other more suitable locations for residential development within the Swindon Urban Area.</li> <li>• The application site should not have been included within the NEV boundary.</li> </ul> <p><i>Insufficient local facilities</i></p> <ul style="list-style-type: none"> <li>• The residential development would be without a doctors surgery, secondary school, shops, employment and leisure facilities.</li> <li>• Wanborough School is already full – the planning application suggests that the school would only start being built on the occupation of 100 dwellings.</li> <li>• The application allocates land for a school; however the school should be built at the same time as the houses.</li> <li>• Will the proposed development be sufficient to provide contributions towards an acceptable level of leisure provision?</li> <li>• Planning applications are not justified, whilst there is a shortage of skilled labour.</li> <li>• Great Western Hospital is already at capacity with the current population of the area.</li> </ul>
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		<ul style="list-style-type: none"> <li>• The proposed development would not generate enough pupil numbers to justify the build cost of the school and nor would existing schools receive a sufficient contribution to take up the deficiency.</li> <li>• A school site is not necessary for the proposed application and would create further issues with the short supply of teachers.</li> <li>• To encourage village life, the proposed shop should be provided in Wanborough due to the existing shop being too small.</li> </ul> <p><i>Design and Character</i></p> <ul style="list-style-type: none"> <li>• Dwellings which would be 2.5 storeys would be out of character and highly visible.</li> <li>• The proposed dwellings would be out of character with the nearby houses in Horpit.</li> <li>• The proposed development would form an eyesore in the countryside, which is close to the AONB.</li> <li>• Increased traffic from the proposed development would spoil the rural character of Wanborough Road.</li> <li>• Wanborough should remain as a separate village however; the proposed footpath between Redlands and Wanborough would link the two and make Wanborough more urbanised.</li> <li>• There is an insufficient buffer between Wanborough and the proposed development which will reduce the ‘country feel’ of Wanborough.</li> <li>• Due to the size of the proposed development (up to 370 dwellings) it is not likely to be a high quality scheme.</li> <li>• The proposed scheme is contrary to the design criteria detailed in Policy NC3.</li> <li>• A density of 40 dwellings per hectare is too dense for the area of open countryside.</li> <li>• The housing density of the scheme should be greater to encourage the correct infrastructure to be provided.</li> </ul>
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		<p><i>Landscape</i></p> <ul style="list-style-type: none"> <li>• There is a lack of screening to east and south-east of site; there should be increased planting particularly on these boundaries to protect the landscape.</li> <li>• The proposed development would spoil the views from Wanborough and should protect the AONB.</li> </ul> <p><i>Heritage</i></p> <ul style="list-style-type: none"> <li>• To ensure the original houses in Wanborough retain their value, the areas around Pack Hill and The Marsh must remain untouched.</li> </ul> <p><i>Archaeological</i></p> <ul style="list-style-type: none"> <li>• There is archaeological evidence along Wanborough Road as well as the town of Durocornovium to the north of the site. Sufficient archaeological assessments and watching briefs should be undertaken.</li> </ul> <p><i>Amenity</i></p> <ul style="list-style-type: none"> <li>• The proposed development is too close to Wanborough village and would result in an increase in light pollution, noise, rubbish and traffic.</li> </ul> <p><i>Highways</i></p> <ul style="list-style-type: none"> <li>• The recommendations within the submitted traffic report cause concern, particularly where it states that there will be no “severe” effect on safety. The report fails to take in to account the number of near misses and rat running through the village, whilst the recently installed speed calming would not be suitable for the increased traffic produced by the Redlands development.</li> <li>• There will be increased traffic congestion and noise from the development which would result in safety concerns, particularly for non-vehicular traffic due to their being inadequate pavements in Wanborough, on Wanborough Road and along The Marsh.</li> <li>• Wanborough Road, Pack Hill, The Marsh and A419 are inadequate to deal with additional traffic. Access to Redlands should be from the north and the wider</li> </ul>
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		<p>NEV, not Wanborough Road.</p> <ul style="list-style-type: none"> <li>• Should this development proceed out of phase, there would be no need for the Southern Connector Road.</li> <li>• During the consultation process it was stated that 20% of traffic would go through Wanborough and 80% would go through Covingham.</li> <li>• Once the proposed primary school has been constructed, additional traffic from other areas would use the existing and proposed road network.</li> <li>• Traffic lights should not be used on any junctions.</li> <li>• Traffic using the existing highway network already travels too fast, which is dangerous due to the number of small accesses.</li> <li>• There is currently insufficient public transport provision to provide for the new development.</li> <li>• Construction traffic would use Wanborough Road resulting in debris and damage.</li> <li>• The proposed development would result in increased traffic in surrounding villages.</li> <li>• Wanborough Road has a 1977 RTO on it to prevent it from being a rat run through Wanborough.</li> <li>• There is currently a weight limit on Merlin Way, preventing construction traffic from using this route.</li> <li>• Submission details suggest 2/3 journeys would go towards Covingham; however in reality it is thought many residents would travel through Wanborough to the M4, rather than to Covingham.</li> <li>• The application fails to provide adequate walking and cycling links, contrary to Policies NC3 and TR1 of the Local Plan 2026.</li> <li>• The 'Local Plan Principle of High Quality Design' report which went to planning committee in February 2016 encourages the principles of place making and healthy living. The principle of the proposed access on to Wanborough Road is not good design.</li> </ul> <p><i>Loss of Facilities</i></p>
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		<ul style="list-style-type: none"> <li>• The airfield is considered to be a public amenity and would be lost a result of the proposed development.</li> </ul> <p><i>Utilities</i></p> <ul style="list-style-type: none"> <li>• The existing water and waste infrastructure is not sufficient to be able to accommodate the proposed development.</li> </ul> <p><i>Developer Contributions</i></p> <ul style="list-style-type: none"> <li>• The threshold for the delivery of the primary school site, footpath to Wanborough and proposed timing for the school (100 dwellings), footpath to Wanborough and Covingham and northern link to the rest of the NEV development should be delivered prior to the construction of houses.</li> <li>• The suggested contributions within the submitted Infrastructure Requirement Statement are not sufficient to overcome the impact of the proposed development.</li> </ul> <p><i>Flooding</i></p> <ul style="list-style-type: none"> <li>• Flood prevention works should be started prior to development due to the addition of 370no. dwellings exacerbating the existing flooding issues in Wanborough and on Wanborough Road.</li> <li>• The surrounding area is prone to flooding and the proposed development would result in the loss of drainage land.</li> <li>• The location of the proposed canal in relation to the proposed development at Redlands may result in the new dwellings being exposed to storm drainage from the downs.</li> <li>• Two ponds on the application site have recently been filled in and resulted in flooding on adjacent land.</li> </ul> <p><i>Ecology</i></p> <ul style="list-style-type: none"> <li>• Protected animals such as badgers and bats would be killed and displaced as a result of the proposed development.</li> </ul>
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		<ul style="list-style-type: none"> <li>• The proposed scheme would result in a loss of environment for a number of animals, particularly deer.</li> <li>• The flood plain of the River Cole would be affected by the proposed development and as a result would have an impact on local species such as toads, native crayfish and otters.</li> <li>• Trees, hedges and the surrounding countryside need to be protected.</li> </ul> <p>A number of respondents also stated that they were in broad agreement with comments made by Wanborough Parish Council.</p>
	<i>Revised (June 2016)</i>	<p><i>Additional comments raised include:</i></p> <ul style="list-style-type: none"> <li>• <i>Redlands Farm was sold as Grade A farmland, and still is and as a result should not support development of this scale.</i></li> <li>• <i>There only appears to be one access to the site, there is no guarantee that the connection to the north will happen.</i></li> <li>• <i>No clarity is provided over 'Phase 2'.</i></li> <li>• <i>Lack of information provided over how the impact of the new development will be negated ie. pedestrian walkways, safe cycling routes along Wanborough Road and Burycroft.</i></li> <li>• <i>The proposed development does not encourage sustainable transport alternatives and no clear pedestrian or cycle links to Swindon.</i></li> <li>• <i>The size of the school site appears to be too small for the development, putting pressure on other local schools.</i></li> <li>• <i>Do not believe that sufficient attention has been given to the historic nature of the site and that adequate conditions should be imposed.</i></li> <li>• <i>Archaeological evidence has been found on and close to the site; consent should be turned down as an archaeological assessment has not been produced.</i></li> <li>• <i>No reference as to how Redlands will connect with the Southern Connector Road, nor how Wanborough will be protected from the additional traffic.</i></li> <li>• <i>Many of the roads in Wanborough, particularly Kite Hill are in a poor state and in</i></li> </ul>

		<p><i>need of repair.</i></p> <ul style="list-style-type: none"> <li>• <i>Enforcing a no left turn at Wanborough Road would not work practically.</i></li> <li>• <i>The proposed development will exacerbate the existing traffic problems at Commonhead at the M4 junction.</i></li> <li>• <i>There is no mention of how the sewage from Redlands will be catered for.</i></li> <li>• <i>The proposed SuDS and attenuation ponds are not sufficient in size to cope potential storm events.</i></li> <li>• <i>The proposed canal is too high and in the wrong location; and will not help flooding but make it worse.</i></li> </ul>
	Revised (January 2017)	<ul style="list-style-type: none"> <li>• <i>The proposed application is in an isolated location, out of phase and unsustainable without the necessary facilities such as a doctors' surgery, a secondary school, employment and leisure facilities</i></li> <li>• <i>Access to the proposed development will be from the existing Wanborough Road. Wanborough Road cannot cope with additional traffic that this development will bring. Any development at Redlands should only have access to the site via the New Eastern Villages from the north of the site and not from Wanborough Road, as per the Swindon Borough Councils Local Plan</i></li> <li>• <i>Bringing forward this development out of phase with the rest of the New Eastern Villages would completely negate the whole purpose of the proposed SCR</i></li> <li>• <i>Wanborough Primary School is already full. The suggestion that the building of a new primary school would only start after the first batch have been built would not accommodate the increased need for school places – if it happens at all. Such a plan seems vague, inappropriate and unconvincing</i></li> <li>• <i>The proposed 2.5 storey dwellings would be very visible and not in keeping with the vast majority of single and two storey dwellings closest in Horpit and Wanborough village. This will have a detrimental impact on the AONB. Any development as Redlands, if at all, should be restricted to a maximum of 2 storey</i></li> <li>• <i>Wanborough Road and surrounding area regularly floods, building 370 homes will only make this problem even worse, increasing the risk of flooding</i></li> <li>• <i>The proposed development is contrary to SBC's Local Plan Policy and this</i></li> </ul>



		<p><i>reason should not be allowed.</i></p> <ul style="list-style-type: none"> <li>• <i>It is contrary to policies NC3, SD1, DE1, TR1, TR2 and CM1 of the adopted Swindon Borough Council Local Plan 2026</i></li> <li>• <i>There is no satisfactory provision for wastewater</i></li> <li>• <i>The Wanborough/Stratton Road is not on mains sewerage and a development of 370 houses will require its own sewage pumping and treatment unit. Connection to the existing sewage pumping station in Wanborough off the Wanborough/Stratton Road is not an option as this regularly needs emptying with tankers brought in for the purpose which travel along the Wanborough/Stratton Road at night.</i></li> <li>• <i>How dare you suggest people from the new estate cannot reach village amenities.</i></li> <li>• <i>Changing access to Wanborough/Stratton Road will force cars from the estate to turn right and turn around in my driveway or that of Poplars Day Nursery.</i></li> <li>• <i>The development will be environmentally harmful.</i></li> <li>• <i>The Wanborough Road is a Roman Road and not designed for heavy traffic. My house vibrates when heavy vehicles pass along it. I would like to know what compensation for the effects of increased traffic and vibration.</i></li> <li>• <i>The size of the development is out of keeping with the rural area and is over half the size again of the existing number of houses in Wanborough village.</i></li> <li>• <i>Use of Burycroft and the Marsh as a rat run for traffic going to the M4 and hospital</i></li> <li>• <i>Noise and disturbance of HGVs going to and from the site will disrupt the life of the residents of the Marsh and Burycroft as well as other parts of the village</i></li> <li>• <i>Redlands is outside the proposed Eastern Villages plan in an area which has been designated a rural buffer to protect the identity of Wanborough</i></li> <li>• <i>We do not understand why access from and to the Wanborough Road is being considered when the SCR crossing point option still has to be decided</i></li> <li>• <i>How will the sewerage from the proposed Redland site be dealt with? The existing treatment facility at Wanborough cannot sustain any further demand</i></li> </ul>
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		<p><i>without considerable extension/cost.</i></p> <ul style="list-style-type: none"> <li>• <i>Wanborough Road has a venerable Roman past that should be protected and respected.</i></li> <li>• <i>There needs to be clear provision for green transport links/safe cycle tracks</i></li> <li>• <i>Contrary to policy SF1</i></li> <li>• <i>Putting in a new junction will only create an extremely dangerous junction as it will be susceptible to flooding.</i></li> <li>• <i>I note the application includes a primary school. The Wanborough School is already at full capacity so it is vital that the new school is built before any of the dwellings are occupied</i></li> <li>• <i>There is no provision for temporary roads for construction roads for this 10 fold increase in the development</i></li> <li>• <i>SuDs will not function in the impermeable Oxfordshire Clay because the attenuation ponds will always be inundated.</i></li> <li>• <i>The proposal pre-empts developments closer to the A420 and is too far in advance of the indicative delivery dates of 2021/22 – 2025/26</i></li> </ul>
Residents (Support)	Original (January 2016)	<ul style="list-style-type: none"> <li>• Enjoy watching the planes and parachutists at the airfield</li> <li>• Traffic should not cause unacceptable levels</li> <li>• Good mix of small affordable to executive housing provided</li> <li>• Proposed development is outside of the flood risk zones and proposes flood mitigation/alleviation</li> <li>• No noise from airfield</li> <li>• Phasing is indicative</li> <li>• Concerned that Wanborough Parish Council are conducting a campaign against the development</li> <li>• Swindon is in need of more affordable homes quickly</li> <li>• The plan supports development off Wanborough Road – few vehicles would come into Wanborough itself</li> <li>• Interested in the housing diversity the proposal would provide</li> <li>• The high calibre design of the scheme will make it a sought after location and</li> </ul>

		<p>generate a vibrant new community</p> <ul style="list-style-type: none"> <li>• Pleased that other features such as a school, shop, allotments and links to other villages will be provided</li> <li>• Do not believe there are flooding issues and that the scheme will be able to find ways to mitigate flood risk</li> <li>• The development is not located within a flood risk zone</li> <li>• Good amount of green space preserving the village ethos</li> <li>• Redlands is approved in the Local Plan.</li> </ul>
Wanborough Anti-Flood Group	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>First and foremost, traffic going to this site during and after the developments phase should not be cast upon the local lanes in Wanborough, The Marsh Road in particular is not wide enough to allow such traffic.</i></li> <li>• <i>The extra cars from the proposed site will add to the congestion at Commonhead Roundabout/M4 link and the passage of traffic into Swindon. All infrastructure should be in place prior to the development starting.</i></li> <li>• <i>The Wanborough Road is an ancient Roman Road called Ermin Street, and is an archaeological recorded feature and should not be used for heavy vehicles or tampered with without archaeological briefing. It is known that there are Roman buildings on the other side of the Wanborough Road very near to this site.</i></li> <li>• <i>Also, the area known as OARES need serious contemplation as a Saxon site and should not be compromised by any development. Flotsum deposited at this area shows regular over capacity onto the south side of the Liden Brook. The road floods at the Bridge called “Foxbridge” which will not be allieved by cleaning out the ditches.</i></li> <li>• <i>We feel that the canal is too high and in the wrong place and will not help with the flooding but restrict it and make flooding worse, the height of the cement walls of the canal will act as a dam.</i></li> <li>• <i>Nature, Flora and Fauna, Otters have been recorded here by the World-Wide Otter Watch and need special attention and conservation. Similarly newts are here.</i></li> <li>• <i>This application gives nothing back to the residents with regard to safe passage</i></li> </ul>

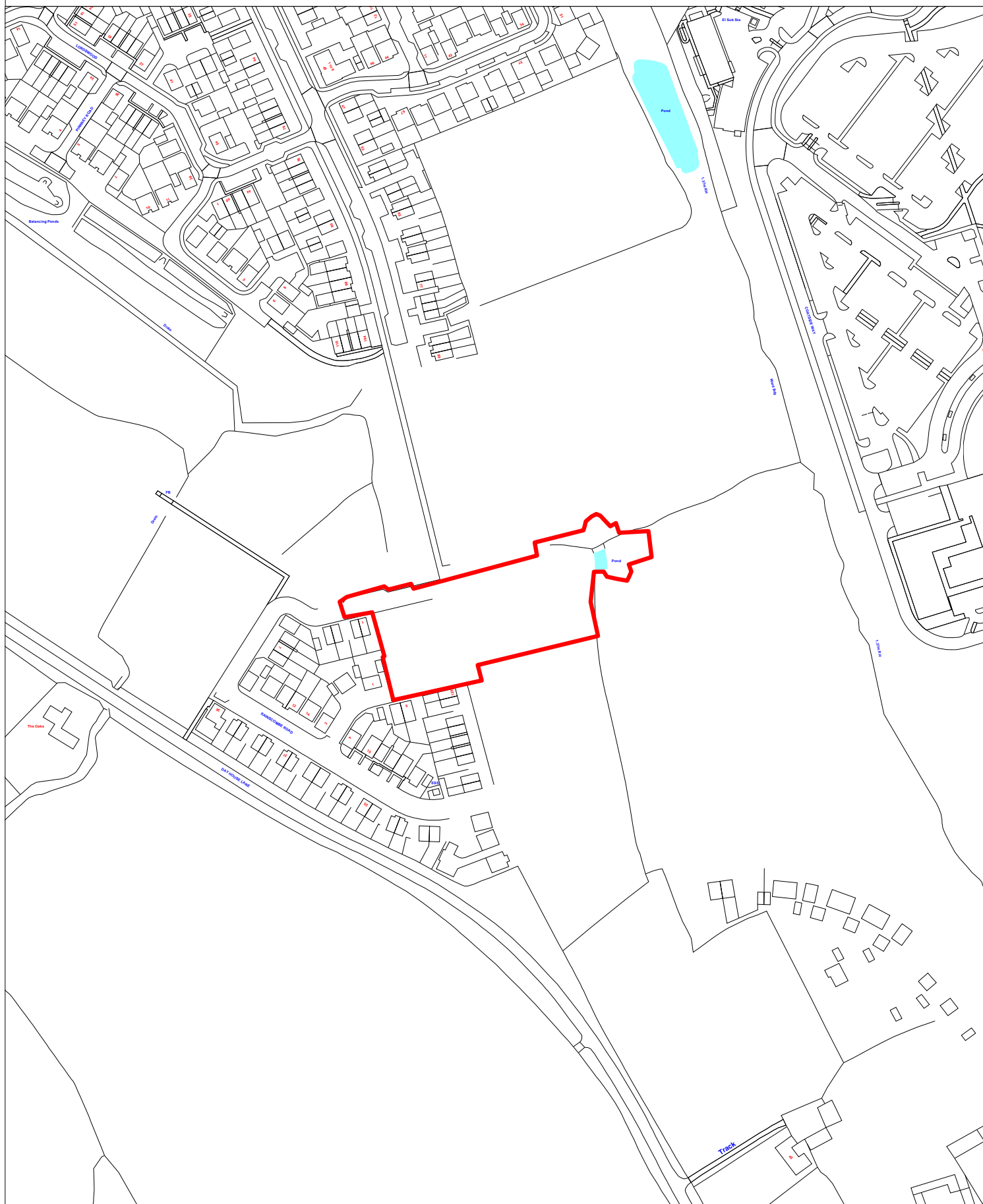
		<i>along the Wanborough and Burrycroft roads for pedestrians, cyclists and horse riders, many of whom are children.</i>
	<i>Revised (January 2017)</i>	<ul style="list-style-type: none"> <li>• <i>Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application</i></li> <li>• <i>The proposed SuDs will not be fit for purpose and flood alleviation data minimalises the potential for flooding in this, an already flood prone area...waste water will overtop the attenuation ponds and spill over into Liden Brook ending up in the River Cole</i></li> <li>• <i>Bearing this in mind, who will ensure that the Redland development does not impact unfavourable vis-à-vis flooding of the Wanborough Road and its environs, or the fall onto other land at Horpit.</i></li> <li>• <i>We feel that woefully inadequate health and educational care facilities in the area, that the infrastructure of these and the roads, water and sewage should be in place before development is granted</i></li> <li>• <i>A previous application stated that there were Otters in the area, has a new Environmental search been undertaken to ensure that their habitat is not at Redlands?</i></li> </ul>
Wiltshire Swindon & Oxfordshire Canal Partnership	<i>Revised (June 2016)</i>	<ul style="list-style-type: none"> <li>• <i>The proposed canal route does not directly affect this sit, however it would seem inappropriate to determine this application without reference to an overall flood prevention strategy. As this strategy is yet to be developed, the partnership object to the application.</i></li> </ul>

S/17/1956

## Agenda Item 7

Erection of a local centre comprising retails units (A1 use class), community hall (D1 use class), day nursery (D1 use class) and 20no. residential units with associated works.

Local Centre (Parcels LC1 & LC2) Commonhead Site Commonhead Swindon



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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S/17/1956

Erection of a local centre comprising retail units (A1 use class), community hall (D1 use class), day nursery (D1 use class) and 20no. residential units with associated works.  
Local Centre (Parcels LC1 & LC2) Commonhead Site Commonhead Swindon



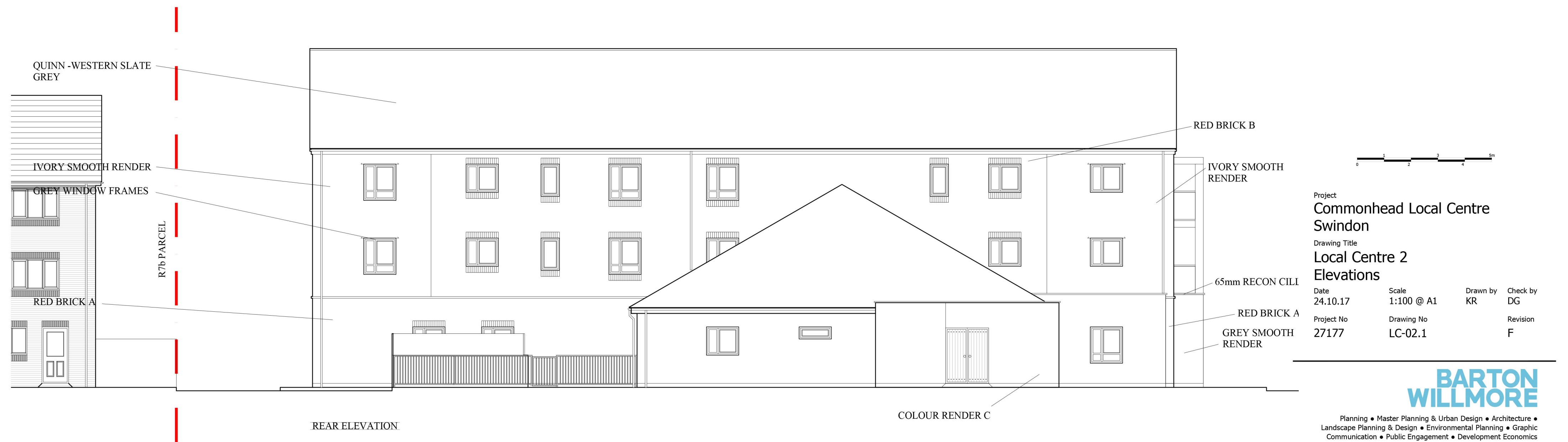
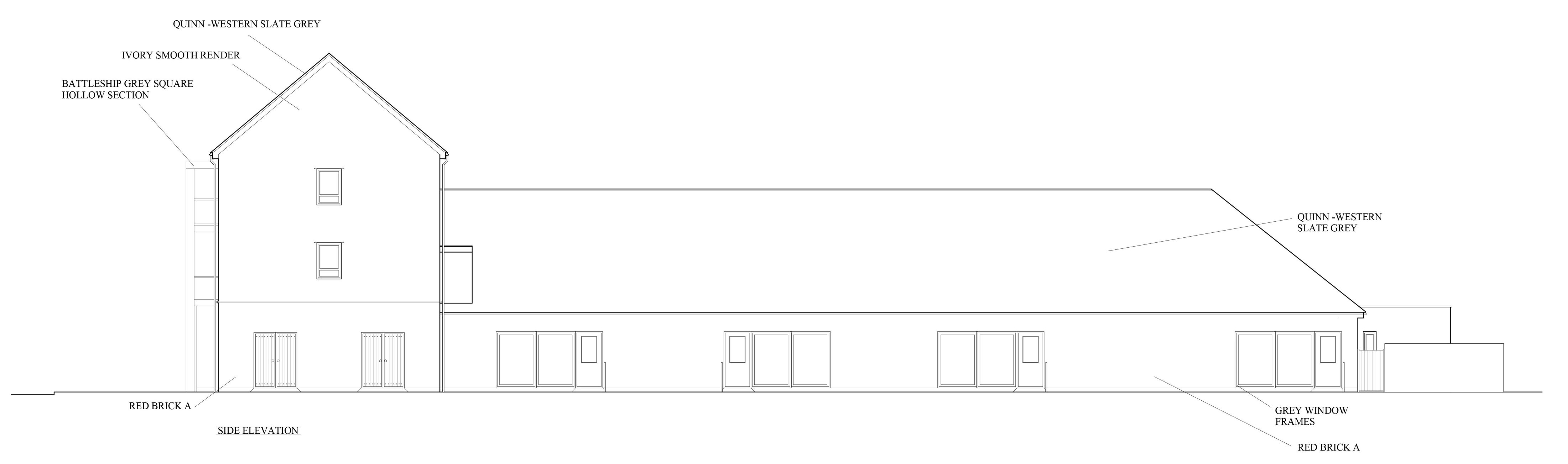
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In all cases references should be made to the submitted plans.

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Revision	Date	Drm	Ckd
A	Revised following client comments.	07.11.17	KR DG
B	Revised to council comments.	30.01.18	DG AC
C	North elevation revised.	02.02.18	DG AC
D	Community Centre elevation revised.	05.02.18	DG AC
E	Revised to council comments.	19.03.18	DG AC
F	Minor amendment to CH corner.	20.03.18	DG AC
G	CH revised to council comments.	22.03.18	DG AC



Project  
Commonhead Local Centre  
Swindon

Drawing Title  
Local Centre 2  
Elevations

Date  
24.10.17

Project No  
27177

Scale  
1:100 @ A1

Drawing No  
LC-02.1

Drawn by  
KR

Check by  
DG

Revision  
F



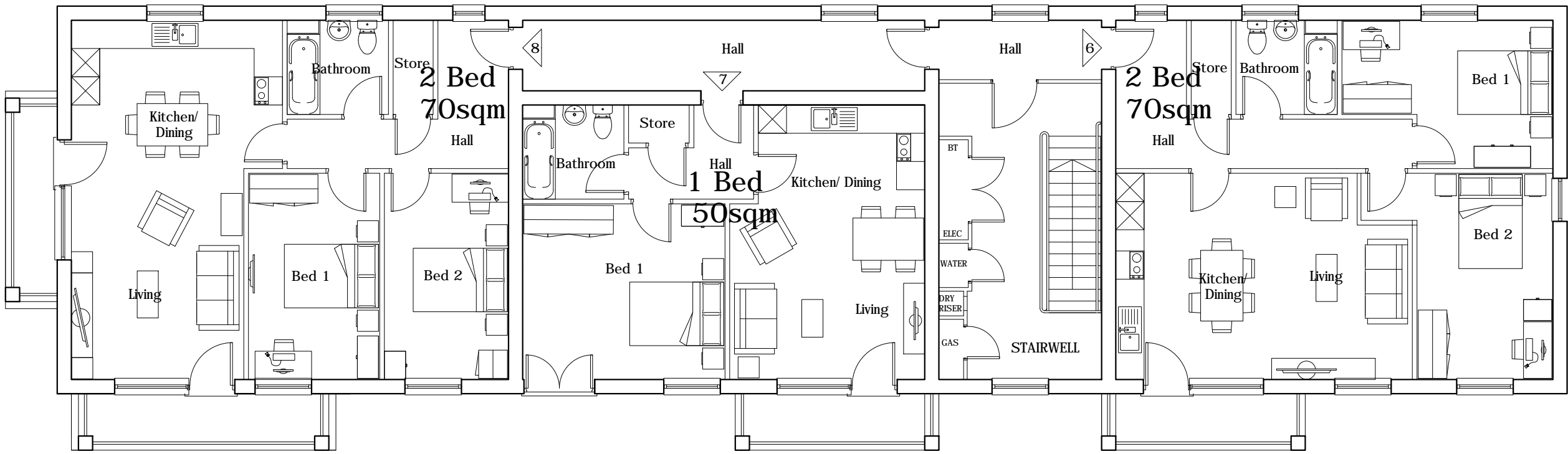
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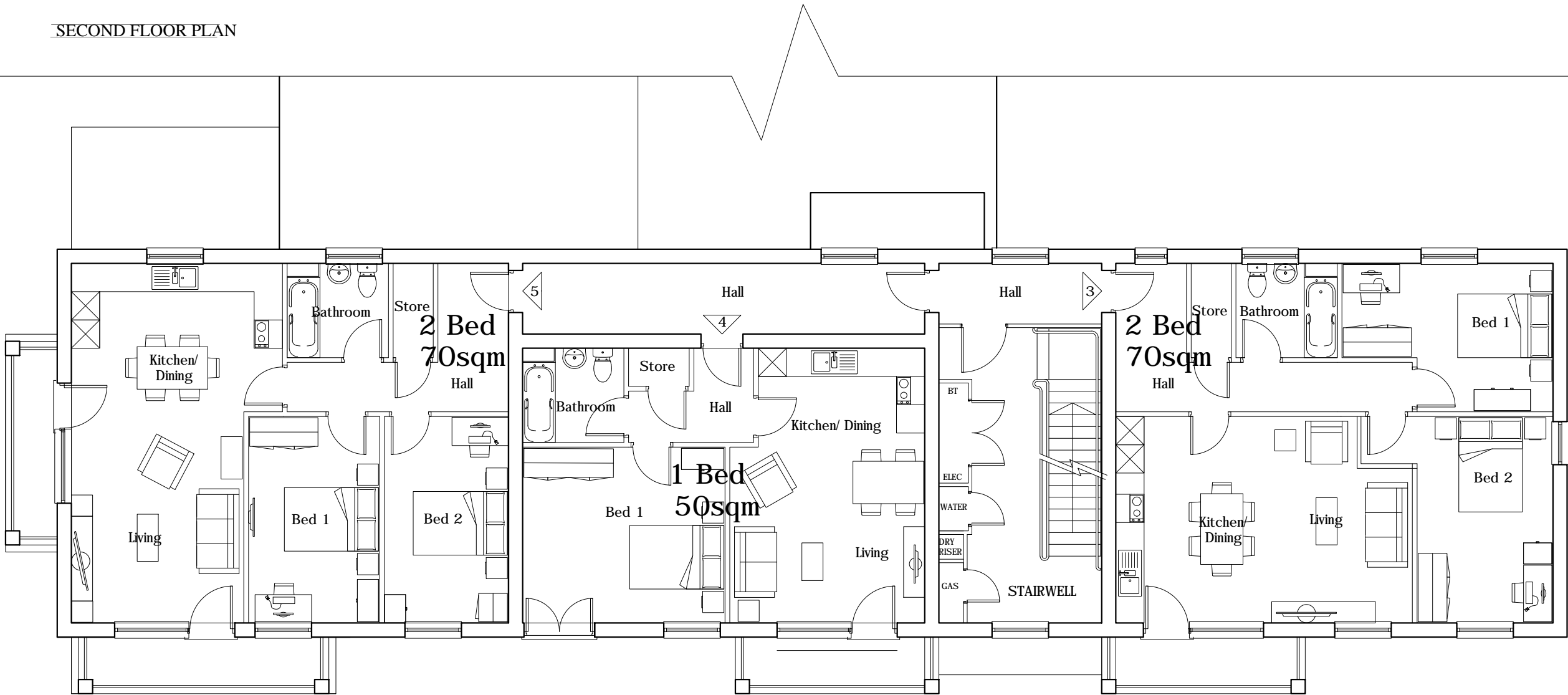
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A	Revised following client comments.	07.11.17	KR	DG
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E	Minor amendments to CH.	22.03.18	DG	AC



SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

Project  
**Commonhead Local Centre  
Swindon**

Drawing Title  
**Local Centre 2  
Floor Plans**

Date	Scale	Drawn by	Check by
20.10.17	1:100 @ A2	KR	DG
Project No	Drawing No	Revision	
27177	LC-02.2	E	

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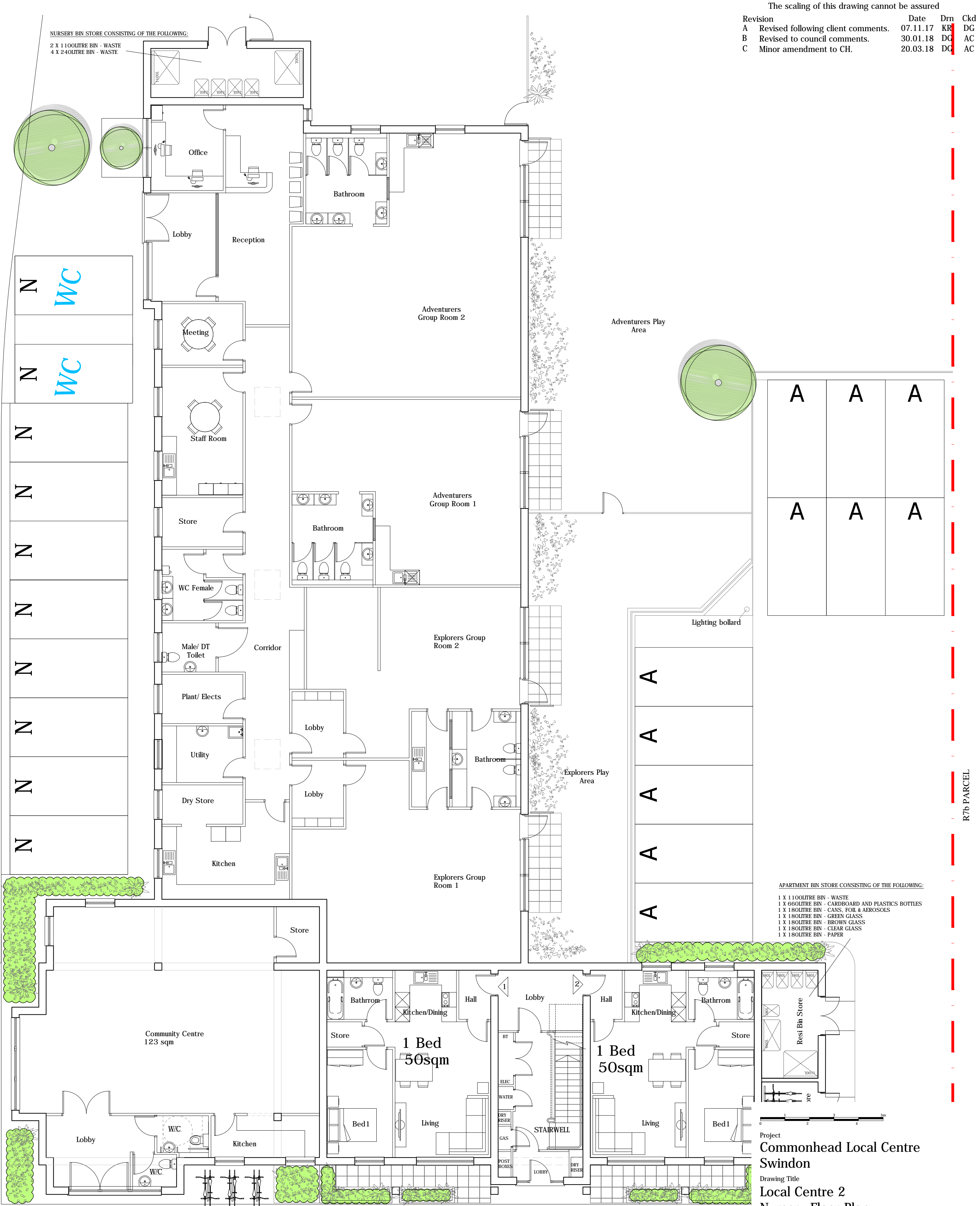
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Leeds London Manchester Newcastle Reading Southampton

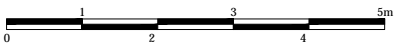






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Revision		Date	Drm Ckd
A	Revised following client comments.	07.11.17	KR DG
B	Revised to council comments.	30.01.18	DG AC
C	Minor amendment to CH.	20.03.18	DG AC

- APARTMENT BIN STORE CONSISTING OF THE FOLLOWING:
- 1 X 110LITRE BIN - WASTE
  - 1 X 660LITRE BIN - CARDBOARD AND PLASTICS BOTTLES
  - 1 X 180LITRE BIN - CANS, FOIL & AEROSOLS
  - 1 X 180LITRE BIN - GREEN GLASS
  - 1 X 180LITRE BIN - BROWN GLASS
  - 1 X 180LITRE BIN - CLEAR GLASS
  - 1 X 180LITRE BIN - PAPER



Project  
**Commonhead Local Centre Swindon**  
Drawing Title  
**Local Centre 2 Nursery Floor Plan**

Date	Scale	Drawn by	Check by
20.10.17	1:100 @ A2	KR	DG
Project No	Drawing No	Revision	
27177	LC-02.3	C	

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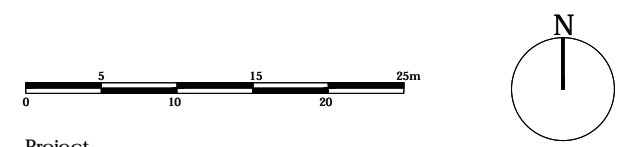


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Revision		Date	Dm	Ckd
A	Revised to include latest constraints.	16.10.17	DG	AC
B	Revised to Steven's comments.	18.10.17	DG	AC
C	LC2 Footprint revised	31.10.17	KR	DG
D	Minor revisions as per Steven's e-mail 02.11.17	02.11.17	DG	AC
E	Revised to latest spine road.	07.11.17	KR	DG
F	Minor revisions.	14.11.17	DG	KR
G	Lighting updated.	23.11.17	DG	KR
H	Updated to council comments.	30.01.18	DG	AC
I	Revised to council comments.	19.03.18	DG	AC
J	Minor amendment to footprint.	20.03.18	DG	AC
K	Minor amendment to footprint.	22.03.18	DG	AC

KEY

- Site Boundary
- Affordable Housing-Rented
- Tarmac - Private (Please refer to Hard Landscaping drawing)
- Feature Building
- Wall 1.8m Screen Brick
- 1.2m High Wall with trellis above
- 1.8m Chainlink Fence
- 1.8m High Closeboard Fence
- 1m Railings
- Landscaping- Please refer to detail landscape drawings



Project  
**Commonhead  
Local Centre 1 & 2**  
Drawing Title  
**Planning Layout**

Date	Scale	Drawn by	Check by
29.09.17	1:500 @ A3	DG	AC
Project No	Drawing No		Revision
27177	PL-03		K

- Accommodation Schedule /Parking Allocation:
- Residential (Open Market)  
7 x 1Bed  
5 x 2 Bed  
=12 Apartments  
17 Parking Spaces
  - Residential (Rented)  
4 x 1Bed  
4x 2 Bed  
=8 Apartments  
12 Parking Spaces
  - Retail  
470.6 sqm  
(1 space per 35sqm) = 14 Spaces
  - Community Centre  
112 sqm  
5 Spaces provided
  - Nursery  
10 spaces provided
  - Visitors  
4 spaces provided for resi  
2 spaces provided for other uses



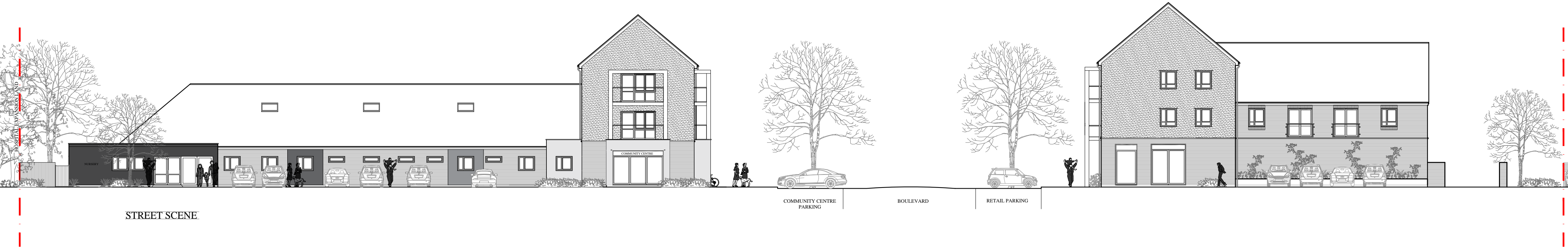
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D	Minor amendment to CH.	22.03.18	DG	AC



Project  
**Commonhead Local Centre**  
**Swindon**  
Drawing Title  
**Street Scene**

Date	Scale	Drawn by	Check by
25.10.17	1: 200 @ A2	KR	AC
Project No	Drawing No	Revision	
27177	SS-01	D	

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## COMMITTEE REPORT

**Item Number:** 7

**Application Number:** S/17/1956

**Ward:** Chiseldon & Lawn

**Parish:**

Central Swindon South

**Proposal:** Erection of a local centre comprising retail units (A1 use class), community hall (D1 use class), day nursery, (D1 use class) and 20no. residential units with associated works.

**Site Location:** Local Centre (Parcels LC1 & LC2), Commonhead, Swindon

**Case Officer:** Mrs Nicola Smith

**Contact Details:** Tel: (01793) 466517 Email: nsmith2@swindon.gov.uk

**Agent:**

Mr James Walker  
Pegasus Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RTY

**Applicant**

Mr Steven Trythall  
Persimmon Homes Wessex

C/O Agent

## Officers Report

**Background:**

This application has been called into Planning Committee as both Central Swindon South and Liddington Parish have objected. Their concerns are outlined below.

This application is accompanied by two other applications at the Commonhead development (now known as Badbury Park and hereinafter referred to as such). All three applications are proposed to be bound by a single legal agreement to secure the required affordable housing and relevant contributions, as set out below.

**Planning History**

The Badbury Park estate was approved in 2012 under permission number S/10/0842 by the Secretary of State, following a public Inquiry into Swindon Borough Council's refusal of the application for the "erection of up to 890 no. residential dwellings, employment (classes B1, B2), local centre (classes A1-A5), community uses (classified D1), primary school, extension to hospital site including provision of land for emergency services, public open space, landscaping, 2 no. vehicular accesses to A4259 (details of eastern access only), site roads and associated infrastructure".

Prior to the approved application, the site has had an extensive planning history including an unsuccessful proposal for 1800 dwellings, plus business uses and a university campus (S/07/1688 refers).

All three of the application sites on this Planning Committee Agenda are within the red line of the approved Commonhead outline permission, however, the maximum of 890 units as set by the outline planning permission have been approved parcels remain undeveloped, it is necessary for the developers to submit full planning applications for the proposals. In terms of land use distribution the proposals accord with the Land Use Masterplan approved under the outline permission for the site.

### **Summary of Recommendation:**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement.

### **The Proposal:**

This is a full Planning application for the Local Centre of the Badbury Park estate. The proposal includes two blocks, Local Centre 1 comprises three retail units on the ground floor and twelve flats above (7no. one bed flats and 5no. two bed flats) for sale on the open market. Local Centre 2 comprises a community room, day nursery and eight flats (2no. one bed flats and 6no. two bed flats) for affordable rent.

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

The local centre parcels are located in the centre of the Badbury Park development as you travel through the site, either side of the main spine road, Hommington Avenue. The parcels are located adjacent to residential parcels, the Commonhead Park open space and the safeguarded Hospital expansion land. This location is consistent with the original location of the proposed local centre envisaged by the Illustrative Masterplan which accompanied the original application in 2010. The Badbury Park development is well progressed in terms of build out and in excess of 560 properties have been occupied to date.

### **Representations:**

In addition to notifying the limited number of neighbouring properties, a site notice was displayed adjacent to the site and a public notice published in the Swindon Advertiser.

**Parish Council:** Central Swindon South Parish Council: Original Plans – Objection. The Community Centre is totally unsuitable for use by the community. The room is tiny and there is no storage shown for the room. There are only 2 toilets on the plan that are access[ed] directly from the hall. The kitchen only looks to have enough space for one person to use.

Loss of amenity to neighbouring properties. The Community centre is directly abutting residential properties and any noise from the community centre will affect the residential properties.

Has there been any public consultation regarding this community centre as the Parish Council is confident that this would not be acceptable to local residents.

Revised Plans - Objections remain the same as there are no material changes.

**Liddington Parish Council:** Objection. We have concerns that there appears to be a somewhat hidden agenda to increase the number of dwellings from the original permission of up to 890 to 976, without additional mitigation measures being put in place for the increase in pressure on services such as education, health provision and the highways. This pressure has increased greatly since the original outline consent was granted on appeal more than five years ago.

Revised Plans: - Reiterate previous comments

**Forward Planning:** No policy objection in principle to the proposal.

**Local Highway Authority:** No objection subject to appropriate conditions being added.

**Housing Officer:** Happy with the Affordable element to this application as it accords with the required mix, across the three applications. This will be secured by the 106 agreement.

**Local Lead Flood Authority:** No objections

**Landscape/Arboricultural Officer:** Generally there is no objection to the proposal on landscape grounds subject to conditions.

**County Archaeologist:** No comments to make

### **Planning Considerations:**

In accordance with the National Policy Framework (NPPF) 2012 and the Swindon Borough Local Plan 2016, the main issues in this case are as follows:

- a) The principle of development as assessed against the sustainable development strategy in the Swindon Local Plan 2026
- b) The traffic and transport issues associated with development
- c) The landscape impact, including impact on TPO trees
- d) Other matters, including the provision of affordable housing, archaeology and design/layout.
- e) Other issues raised within the representations received will also be covered.

### **Planning Policy:**

The National Planning Policy Framework (NPPF) (March 2012) replaced the previous Planning Policy Guidance and Statements. The overriding aim of the NPPF is the presumption in favour of sustainable development. This presumption requires that where development is in line with the Local Plan, it should be permitted without delay unless material considerations indicate otherwise.

Of particular relevance to this proposal are sections:

- Achieving sustainable development
- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring Good Design

- Promoting healthy communities

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

- DE1 (*High Quality Design*) seeks high standards of design for all types of development
- DE2 (Sustainable Development)
- HA1 (Mix, Types and Density); seeks a variety of densities, house types and sizes within larger developments whilst ensuring that they respect the character of the area;
- HA2 (Affordable Housing); seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes;
- TR1 (Sustainable Transport Networks) and TR2 (Transport and Development); seek to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods;
- TR2 (Transport and Development); seeks to ensure development is located/designed to encourage the use of sustainable transport modes and provide access that is appropriate;
- SD2 (The Sustainable Development Strategy); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.
- SD1 (sustainable development principle) enabling the delivery of sustainable development and support sustainable communities
- EN4 (Biodiversity and Geodiversity); seeks to ensure development does not have a negative impact upon such.
- Policy EN1 (Green Infrastructure Network)
- EN3 (Open Space) seeks all development to provide or contribute towards public open space
- EN5 (Landscape Character and Historical Landscape) seeks development proposals to take account of their natural surroundings.
- EN6 (Flood Risk) seeks development to ensure the risk and impact of flooding are minimised.
- NC2 (Commonhead) allocates the site for a mixed use development
- IN1 (Infrastructure Provision)

Also of relevance is Swindon Borough Council's development Control Guidance Note: Technical Guidance on Parking Standards (2007), Swindon Borough Council's Residential Design Guide SPD (2016)

### **Principle of development:**

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

Land at Commonhead was first formally identified for a sustainable location for a new mixed use community in the Swindon Borough Local Plan 2011 Revised Deposit Draft published in October 2003. At that time it included a proposal to accommodate a campus for the University of Bath and up to 1800 dwellings. With a withdrawal of interest of the University of Bath and following the refusal of alternative scheme at appeal in 2009, a smaller mixed use

development of up to 890 dwellings was promoted largely confined to the east of Day House Lane.

The adopted Swindon Borough Local Plan 2026 Policy SD2 allocates land at Commonhead for a total of 890 dwellings at an average density of 35.5 dwellings per hectare. The quantum of development at land at Commonhead as expressed in Policy SD2 is in line with the outline permission. This application would increase the total no of dwellings at Badbury Park by 3.7%. However in combination with the other two applications on this agenda, this increase amounts to just over 9%. The additional housing is expressed by Policy colleagues as within the tolerance range that would be expected on a strategic allocation of this size, and therefore there is no in principle objection in respect of the development strategy for the Borough. Furthermore there are no concerns in respect of the overall target for housing in the plan period, being a cumulative increase of just 0.38%, and this has to be seen in the context of delays on some of the other strategic sites.

The Council cannot at present demonstrate a 5 year housing land supply in accordance with paragraph 47 of the NPPF. At present it is unclear how many, if any of the additional units would contribute to the present 5 year supply, however Badbury Park is rapidly progressing and is already making a significant contribution. Whilst the lack of a 5-year supply is its self not a reason for approval, it is considered that the contribution the additional housing could make to the supply on an allocated sustainable site in line with the development strategy, is a significant material consideration in favour of the proposal.

Badbury Park has been built out with a 'low density area', as defined on the approved Master plan consisting of four parcels located around the western access (Biddestone Avenue). The remainder of the site has been approved at a density consistent with the Local Plan policy. In total 890 residential units have been approved across the site without the inclusion of those parcels identified in these applications. This is in part due to the 'mixed use' boulevard zone being confined to two local centre parcels only (as opposed to a whole corridor as was possible but not required by the outline planning permission) and the remainder being built for residential rather than the mix of offices envisaged by the original outline.

### **Non- Residential uses:**

In addition to the residential units, this application also proposes shops, a community room and day nursery. Such non-residential uses are considered essential for creating a sustainable new community at Badbury Park. At paragraph 70, the NPPF requires planning policies and decisions to deliver the social, recreational and cultural facilities and services the community needs, including local shops, meeting places and other local services to enhance the sustainability of communities and residential environments.

It has been agreed with the developers of the site, Persimmon and Redrow, that the nursery can be made available for use as a temporary school from September 2019. This would be secured through the proposed Section 106 legal agreement and is a significant additional benefit of the proposal as the Council has recently been advised that the permanent school will now not open until 2020. The Education and Skills Funding Agency (EFSA), who deliver schools at present, has experienced severe delays in the delivery of this site, however the Council has a duty to provide school places and is actively seeking alternatives. There are already a significant amount of children living at Badbury Park with a need to access school places, and it is therefore very important that the school opens as soon as possible to prevent more families having to travel elsewhere to access school



places. Once the permanent school has opened the facility at the Local Centre will revert back to the proposed day nursery, further providing important facilities for the local community.

The proposed community room has been criticised for being too small and unsuitable for community use by the Parish Council. The proposed room has been increased through the application process to 112 square metres with separate lobby, toilets, store and kitchen. The layout has been reconfigured to provide storage, and to access the toilets directly from the lobby, which provides a more useable space and layout.

The original planning approval for the Badbury Park site of 890 residential units included in the legal agreement the requirement for a community room of 100 square metres. Through the process of the application, the developers have increased the size of the proposed room to 123 sqm. Whilst it may be considered that this is a small space, it reflects the previous requirement and is something that the local community have indicated they welcome. The local community have already formed a number of groups that have expressed an interest in using the space. Officers are satisfied that the proposal is suitable for use for the intended purpose given this background and feedback from residents.

### **Design & Layout:**

The Design Code for Badbury Park specifies the local centre block as being a Landmark Building of a more contemporary style. Both buildings fulfil the requirement of the Design Code as they are both three storey in height with white render above a red brick ground floor with grey framed balconies to front elevations.

These parcels have their main frontage onto the Boulevard, which is defined in the Design Code as being the development spine, accommodating the most significant flows of vehicles linking the proposed business park, and housing development with Marlborough Road. As a result the Design Code requires the development here to incorporate trees on both-sides, as well as pedestrian/cycle paths and enclosure provided by buildings up to 4 storeys. The proposal meets these requirements, with three storey buildings set back from the street to create a consistent building line and distinctive street scene trees are located appropriately to break up the parking and provide continuity from other parcels. At the rear of the local centre 2 parcel, the nursery extends at single storey level, reflecting its purpose with coloured render panels.

### **Highway Access, Safety and Parking:**

Local Plan 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.

Both parcels are accessed from Homington Avenue, which is designed as the main spine road through the development, to carry all the traffic from the development as originally approved. The addition of a further 81 dwellings (20 by way of this application), has been calculated to result in a total of 38 additional traffic movements in the AM peak and 42 in the PM peak. The Local Highway Authority concur with these findings and consider this a very small increase in traffic movements when compared to the whole Badbury Park development. Homington Avenue is considered to be suitable to carry this additional traffic.

The Transport Development Officer recommends that no highway objection be raised subject to conditions being attached.

**Affordable Housing:**

In accordance with Policy HA2 of the SBLP, as the site is greater than 0.5 hectares, 30% affordable homes should be provided. The affordable housing element represents 40% of the total for this application, which assists in balancing out the other residential parcels, and across the three applications 30% affordable housing is achieved. As one legal agreement will bind all three sites together this is considered an acceptable approach.

**Infrastructure Requirements:**

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

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.

The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 1. The standard CIL rate as set out in the adopted CIL Charging Schedule is currently £0 per square metre of net increase of floor space.

The original 106 agreement for the Badbury Park site contained a large number of financial contributions towards items such as education, traffic and transport improvements and off site leisure (including Coate Water). As the Council now has a CIL charging schedule and Regulation 123 list it is not possible to simply request a pro rate contribution on all the items included in the original agreement. The Heads of Terms that Officers have been able to secure agreement with the developers for the three applications are as follows:

- Securing affordable housing at 30% across all three application sites;
- Provision of community centre within LC2 building, as detailed in the revised plans, with offer to Borough Council or nominated body;
- £17,000 towards off-site open space, identified for improvements to sports pitches at the Polo Ground, off Marlborough Road;
- A total of £6,442.88 to be split between the various traffic and transport projects identified by the original 106, and improvements to the access to Coate Water from Day House Lane;
- Contributions towards the provision of a primary school or provision of the proposed nursery for use as a temporary school.

**Concluding Comments:**

The developers have submitted these three full planning applications in order to complete this phase of the Badbury Park development. The sites include residential development as well as commercial and community facilities. Although the number of units across Badbury Park would increase as a result of these applications, the necessary mitigation has been secured and it has been demonstrated that the existing infrastructure can accommodate this number. The land covered by the proposed development has already been accounted for within the outline planning permission, so no further green field land is impacted upon. This site is particularly important as it represents the delivery of much needed facilities for the existing and future residents of Badbury Park.

Although concerns have been raised by residents and the Parish Councils about the nature of these proposals, the developers have followed the correct planning process and submitted formal full planning applications for public consultation and scrutiny by your Officers.

### **Recommendation**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement, the negotiation of which is delegated to Officers.

### **Conditions**

#### **Time Limit**

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

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

#### **Approved Drawings**

2 This approval shall be in respect of the following drawings and documents received by the Local Planning Authority on 23 March 2018 unless otherwise stated:

Local Centre 1 & 2 Location Plan - PL-01 Rev B (30 November 2017)

Local Centre 1 & 2 Planning Layout - PL-03 Rev K

Hard Surfacing Plan - PL-03-1 Rev D

Materials Plan - PL-04 Rev C

Street Scene - SS-01 Rev D

Local Centre 1- Elevation/ Street Scenes - LC-01.1 (30 November 2017)

Local Centre 1 – Plans - LC-01.2 (30 November 2017)

Local Centre 2 - Elevation/ Street Scene -LC-02.1 Rev F

Local Centre 2 – Plans - LC-02.2 Rev E

Local Centre 2 - Nursery Plan -LC-02.3 Rev C

Bin Stores -LC-BIN-01 Rev A (19 February 2018)

Detailed Soft Landscape Proposals -P.0865\_69 Rev B (23 March 2018)

General Arrangements - R377/10 Rev B

Contours and Finished Floor Levels - R377/11 Rev B

Vehicle Track Plots - R377/13 Rev B

Tree Pit Detail – Boulevard Tree Planting – P0865\_71 (19 February 2018)

Arboricultural Impact Assessment and Method Statement (30 November 2017)

Reason: to define the terms of the permission

### **Tree / Hedgerow Protection**

3 No existing trees or hedgerows on the site shall be lopped, topped, felled, uprooted, destroyed (including severance of roots), or wilfully damaged without the prior written consent of the Local Planning Authority. Where works to trees and hedgerows which have not been approved in writing by the Local Planning Authority result in any part of any tree or hedgerow being uprooted, dying or becoming diseased, it shall be replaced before the end of the next available planting season with a species details of which shall have been submitted to and approved in writing by the Local Planning Authority. Any replacement tree or hedgerow shall thereafter be retained for a period of five years from being planted. Furthermore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order, no fence or other means of enclosure shall be erected within or closer to any existing tree or hedgerow other than as shown on the approved plans unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the trees on the site are adequately protected.

### **Landscaping**

4 All landscaping shall be carried out in accordance with the approved landscaping drawing P0865\_69 Rev A. Any planting which, within a period of 5 years from the date planted, dies, is removed or becomes seriously damaged or diseased, shall be replaced by one of similar size(s) and species within the next planting season.

Reason: To ensure that the development is landscaped to an acceptable standard.

### **Tree Protection**

5 No development shall be commenced, including site clearance) until the tree protection measures set out in the Arboricultural Impact Assessment produced by Michael Paginton of West Waddy ADP LLP (dated 21 November 2017) have been implemented and agreed in writing by the Local Planning Authority. The approved tree protection measures shall thereafter be retained in their agreed form for the duration of construction on site.

Reason: To ensure the protection of the existing trees on site is carried out.

### **Reporting of Unexpected Contamination**

6 In the event that contamination is found at any time when carrying out the approved development that has not been previously identified it must be reported in writing within 2 days to the Local Planning Authority and development must be halted on the part of the site affected by the unexpected contamination. An assessment must be undertaken that determines the nature, extent and risks posed by the contamination, in accordance with procedures set out in Environment Agency publication CLR11. Where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to the Local Planning Authority for approval in writing. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme written confirmation that all works were completed must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination is adequately dealt with.

### **Foundations**

7 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written approval of the Local Planning Authority. The

development shall be carried out in accordance with the approved details.

Reason: To ensure the foundations are appropriate to the ground conditions.

### **Storage of Oils, Fuels or Chemicals**

8 There shall be no storage of oils, fuels or chemicals on the site other than in storage facilities constructed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent contamination of the land

### **Construction Routes / Management Plan & Wheel Wash Procedure**

9 The development hereby permitted shall be constructed in accordance with the approved Construction Management Plans for Badbury Park, being Construction Management Plan for Phase 1 of the Commonhead development, dated 13/6/14 and approved by way of application number S/COND/12/1751 and Construction Management Plan Phase 2 dated 17/2/16 approved by way of application number S/COND/16/0400.

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

### **Construction and Delivery Hours to Sites during Construction**

10 Unless otherwise agreed in writing by the Local Planning Authority, the hours of construction work including the waiting of vehicles to undertake deliveries and collections during construction shall not take place outside the following hours:

0730 to 1830 Monday to Friday; 0830 to 1300 Saturdays; and not at all on Sundays, Bank Holidays and Public Holidays.

Reason: to protect the amenity of surrounding occupiers

### **Parking**

11 The building(s) hereby permitted shall not be occupied until the cycle and vehicular parking and turning facilities have been provided in accordance with the submitted plan [drawing no.PL03 Rev G], and those facilities shall be maintained available for those purposes and allocated for those uses as defined, thereafter.

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

### **Electric Car Charging Points**

12 Prior to the development being brought into use, details of electric car charging points at the Local Centre, including programme for implementation, shall be submitted to and approved in writing by the Local Planning Authority the approved details shall be installed and thereafter maintained.

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

### **Motorcycle Parking**

13 Before to the commencement of the development hereby permitted, secure parking facilities for 2 no. motorcycles conforming to Swindon Borough Councils Parking Standards shall be completed in accordance with details and materials to be submitted to and approved in writing by the Local Planning Authority, and shall be maintained thereafter.

Reason: To promote and encourage sustainable transport and travel.

## Drainage

14 Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Drainage Statement on Hydraulic Modelling of Surface Water Drainage System for Local centre 1 & 2 and Parcel R7b dated November 2017', has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, but not be limited to:

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

## Thames water – Waste Water

15 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: The development may lead to sewage flooding; 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.

## Utilities

16 Unless otherwise approved in writing by the Local Planning Authority, no utility metre boxes shall be affixed or installed at the front of any dwellinghouse or to the side of any dwellinghouse where it fronts a highway or footway.

Reason: In the interests of visual amenity

## Informatives

### Thames Water 1

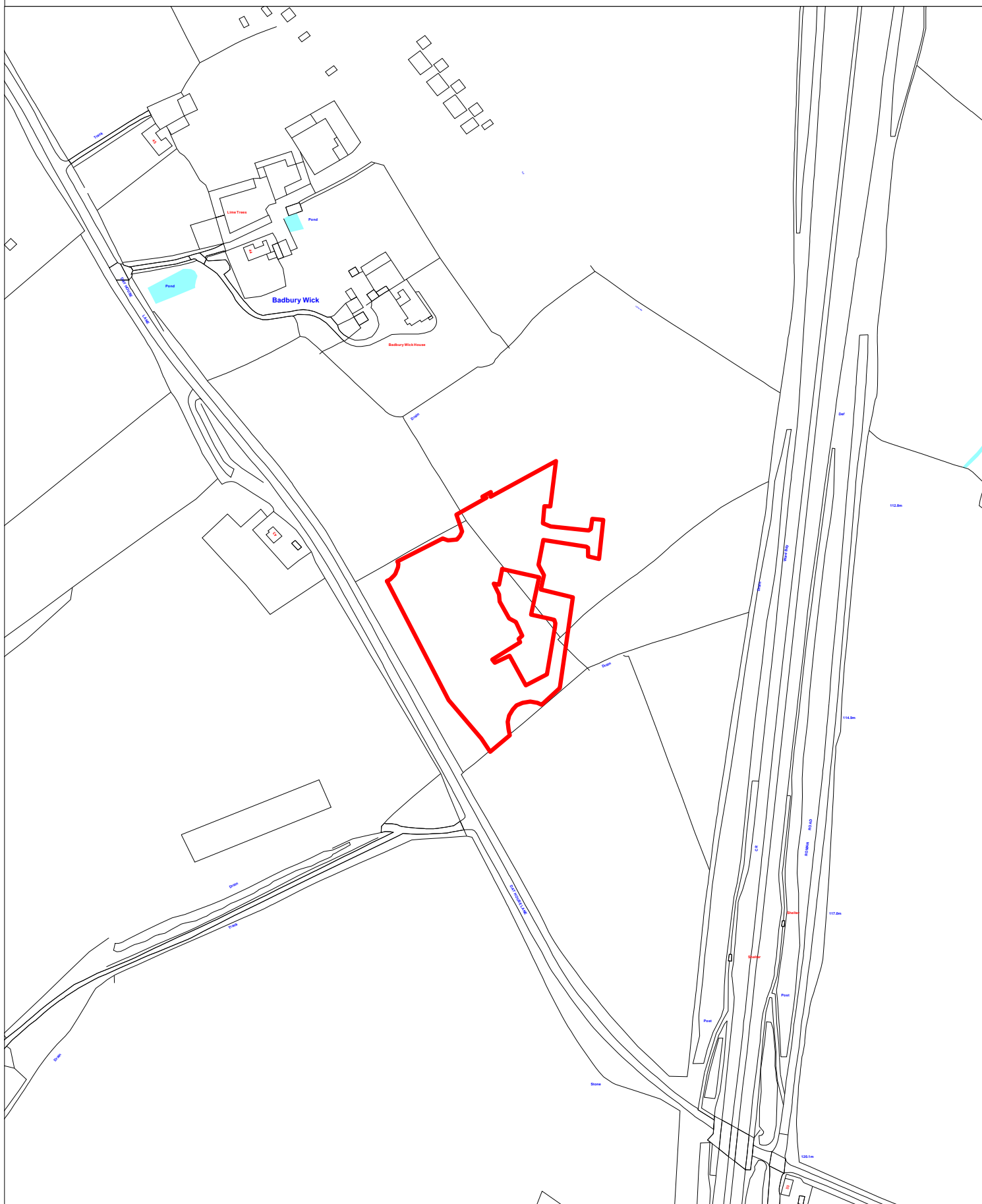
1 Thames Water will aim to provide customers with a minimum pressure of 10m head

(approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

#### Thames Water 2

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

Parcel P6b Commonhead Site Commonhead Swindon



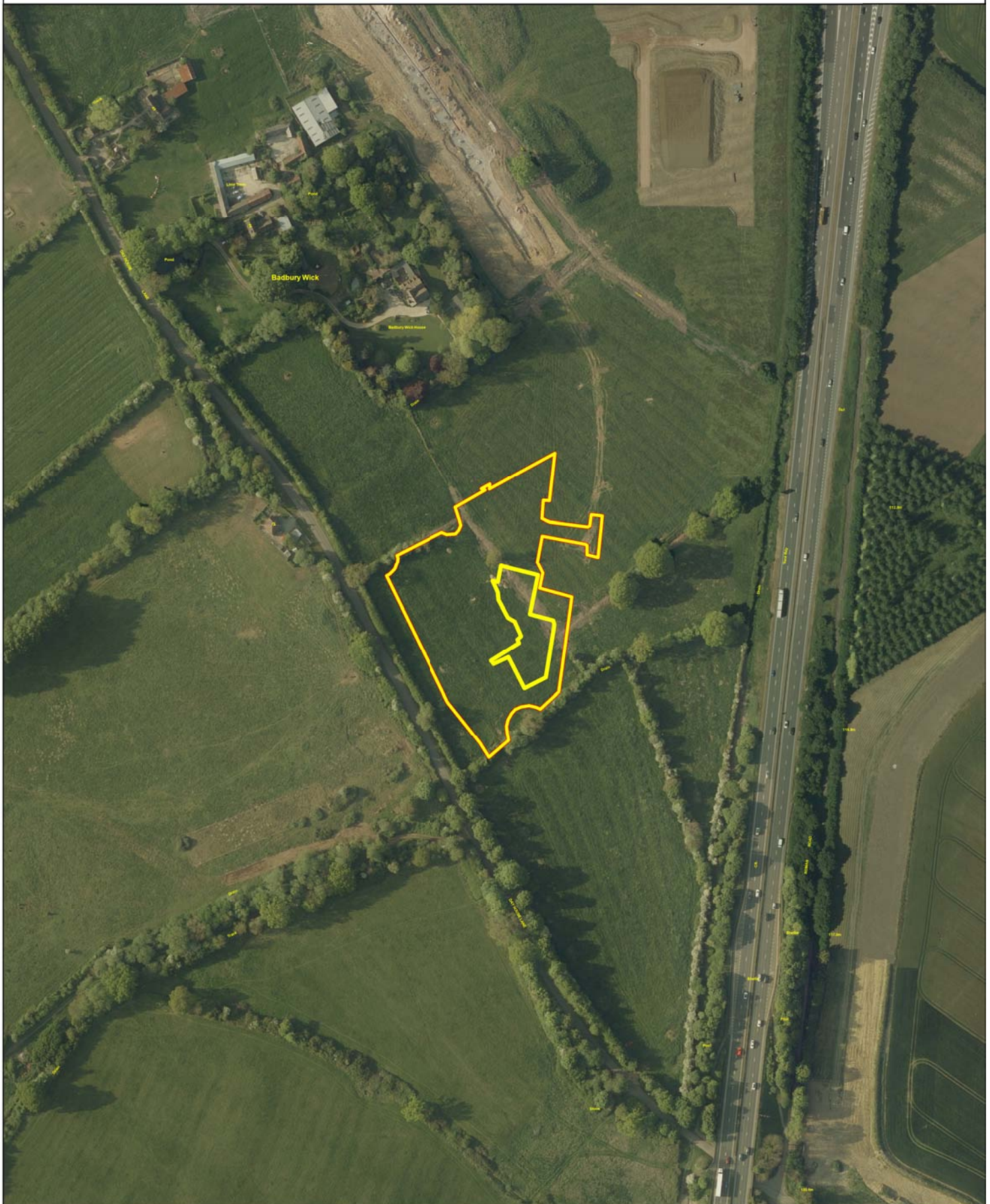
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.  
In all cases references should be made to the submitted plans.



S/17/1948

Erection of 33no. dwellings and associated works.

Parcel P6b Commonhead Site Commonhead Swindon



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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STREET SCENE A-A



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0 1 2 3 4 5 6 7 8 9 10

metres

Project

Commonhead

Parcel P6b

Drawing Title

Street Scene

Date

03.11.17

Scale

1:100 @ A1

Drawn by

KR

Check by

DG

Project No

27465

Drawing No

SS-B-01

Revision

A

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J:\27000 - 27999\27400 - 27499\27465 - Commonhead P6\A4 - Docs & Registers\Arch & Design\Drawings - Planning\Layouts\Parcel-P6b\27465 SS-B-01a P6b-Street Scenes Colour.dwg - SS-B-01 @ A1 (2)





## COMMITTEE REPORT

**Item Number:** 8

**Application Number:** S/17/1948

**Ward:** Chiseldon & Lawn

**Parish:**

Central Swindon South

**Proposal:** Erection of 33 dwellings and associated works

**Site Location:** Parcel P6b, Commonhead, Swindon

**Case Officer:** Mrs Nicola Smith

**Contact Details:** Tel: (01793) 466517 Email: nsmith2@swindon.gov.uk

**Agent:**

Mr James Walker  
Pegasus Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RTY

**Applicant**

Mr Steven Trythall  
Persimmon Homes Wessex

C/O Agent

### Officers Report

**Background:**

This application has been called into Planning Committee as both Central Swindon South and Liddington Parish have objected. Their concerns are outlined below.

This application is accompanied by two other applications at the Commonhead development (now known as Badbury Park and hereinafter referred to as such). All three applications are proposed to be bound by a single legal agreement to secure the required affordable housing and relevant contributions, as set out below.

**Planning History**

The Badbury Park estate was approved in 2012 under permission number S/10/0842 by the Secretary of State, following a public Inquiry into Swindon Borough Council's refusal of the application for the "erection of up to 890 no. residential dwellings, employment (classes B1, B2), local centre (classes A1-A5), community uses (classed D1), primary school, extension to hospital site including provision of land for emergency services, public open space, landscaping, 2 no. vehicular accesses to A4259 (details of eastern access only), site roads and associated infrastructure". The approved number of dwellings had been reduced from 960 to 890, for reasons that are discussed below.

Prior to the approved application, the site has had an extensive planning history including an unsuccessful proposal for 1800 dwellings, plus business uses and a university campus (S/07/1688 refers).

All three of the application sites on this Planning Committee Agenda are within the red line of the approved Commonhead outline permission, however the maximum of 890 units as set by the outline planning permission have been approved under the outline and four parcels remain undeveloped, it is therefore necessary for the developers to submit full planning applications for these remaining areas. In terms of land use distribution the proposals accord with the Land Use Masterplan approved under the outline permission for the site.

### **Summary of Recommendation:**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement, the negotiation of which is delegated to Officers.

### **The Proposal:**

This is a full planning application for the addition of 33 dwellings to the Badbury Park estate. The proposal includes two 1 bed dwellings, two 2 bed dwellings, twenty eight 3 bed dwellings and one four bed dwelling. Nine of the units are for affordable rent or sale, with one being wheelchair accessible.

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

Parcel P6b lies at the southern end of the approved residential development of Badbury Park, gaining access from the west, from the main spine road, Homington Avenue. To the east lies Day House Lane, but this is not accessible from the development proposed. The Badbury Park development is well progressed in terms of build out and in excess of 560 properties have been occupied to date.

### **Representations:**

In addition to notifying the limited number of neighbouring properties, a site notice was displayed adjacent to the site and a public notice published in the Swindon Advertiser.

### **Neighbours:**

Silver Greys, 43 Day House Lane – Objection. The design of the proposed development does not afford adequate privacy for us particularly regarding Dwellings 390,391, 416, 417, 418, 419, 420 and Footpath7, as per drawing (External works and hard surfacing) PL-B-03.1 and our right to the quiet enjoyment of garden amenities

We have grave concerns about the adverse effect the proposed development would have on a large Quercus robur – Oak and Fraxinus excelsior – Ash both under TPO (T207 and T2312 respectively).

Furthermore paragraph e of NC2 states the function of Day House Lane as a green corridor will be safeguarded, the impact on the trees, wildlife, hedging and lane view of this proposed development contravenes that statement.

8 Boyton Close – Objection. The current plan shows all the 33 will exit onto Homington

Avenue from the same junction. This will cause additional car movements onto what will already be a very busy and what I would consider a dangerous road, due to the problems that will occur due to Homington Avenue being designated as a through road from Badbury Beck [sic] and Liddington plus the large number of movements when the designated Commercial Land is developed as the only exit to that estate both incoming and exiting will be along Homington Avenue. This is compounded by the high density of the proposed development.

That no provision has been made for a safe play / recreational area for the residents and especially the children.

Will increase the overall number of properties over and above the 890 originally authorised by the Secretary of State on appeal which I would submit should and must be the Controller, thereby rendering this application not acceptable.

**Parish Council:** Central Swindon South Parish Council: Original Plans – Objection. The original Planning Permission was granted by the Secretary of State on appeal and that Planning Permission stipulated the number of houses to be 890. It should not be possible to increase the number of houses from that figure without reference back to the authority that granted the Planning Permission.

If Planning Permission was granted for more dwellings then it would create a precedent where a smaller number of dwellings were included in a Planning Application in the knowledge that additional number could be added at a later date without the need to go through the full Planning Application procedure.

The Section 106 funding and other mitigation measures would have been based on 890 houses. If additional houses are to be built, then there needs to be a review of the mitigation measures.

Revised Plans – Objections remain the same as there are no material changes.

Liddington Parish Council: Original Plans – Objection. We have concerns that there appears to be a somewhat hidden agenda to increase the number of dwellings from the original permission of up to 890 to 976, without additional mitigation measures being put in place for the increase in pressure on services such as education, health provision and the highways. This pressure has increased greatly since the original outline consent was granted on appeal more than five years ago.

Revised Plans – Reiterate previous comments.

**Forward Planning:** No policy objection in principle to the proposal.

**Local Highway Authority:** No objection subject to appropriate conditions being added.

**Housing Officer:** Satisfied with the revised tenure split and mix as described below

**Local Lead Flood Authority:** No objections

**Landscape/Arboricultural Officer:** No objections to the proposal on landscape grounds subject to conditions

**County Archaeologist:** No comments to make

### **Planning Considerations:**

In accordance with the National Policy Framework (NPPF) 2012 and the Swindon Borough Local Plan 2016, the main issues in this case are as follows:

- a) The principle of development as assessed against the sustainable development strategy in the Swindon Local Plan 2026
- b) The traffic and transport issues associated with development
- c) The landscape impact, including impact on TPO trees
- d) Other matters, including the provision of affordable housing, archaeology and design/layout.
- e) Other issues raised within the representations received will also be covered.

### **Planning Policy:**

The National Planning Policy Framework (NPPF) (March 2012) replaced the previous Planning Policy Guidance and Statements. The overriding aim of the NPPF is the presumption in favour of sustainable development. This presumption requires that where development is in line with the Local Plan, it should be permitted without delay unless material considerations indicate otherwise.

Of particular relevance to this proposal are sections:

- Achieving sustainable development
- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring Good Design
- Promoting healthy communities

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

- DE1 (*High Quality Design*) seeks high standards of design for all types of development
- DE2 (Sustainable Development)
- HA1 (*Mix, Types and Density*); seeks a variety of densities, house types and sizes within larger developments whilst ensuring that they respect the character of the area;
- HA2 (Affordable Housing); seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes;
- TR1 (*Sustainable Transport Networks*) and TR2 (*Transport and Development*); seek to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods;

- TR2 (Transport and Development); seeks to ensure development is located/designed to encourage the use of sustainable transport modes and provide access that is appropriate;
- SD2 (*The Sustainable Development Strategy*); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.
- SD1 (sustainable development principle) enabling the delivery of sustainable development and support sustainable communities
- EN4 (Biodiversity and Geodiversity); seeks to ensure development does not have a negative impact upon such.
- Policy EN1 (Green Infrastructure Network)
- EN3 (Open Space) seeks all development to provide or contribute towards public open space
- EN5 (Landscape Character and Historical Landscape) seeks development proposals to take account of their natural surroundings.
- EN6 (Flood Risk) seeks development to ensure the risk and impact of flooding are minimised.
- NC2 (Commonhead) allocates the site for a mixed use development
- IN1 (Infrastructure Provision)

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

### **Principle of development:**

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

Land at Commonhead was first formally identified for a sustainable location for a new mixed use community in the Swindon Borough Local Plan 2011 Revised Deposit Draft published in October 2003. At that time it included a proposal to accommodate a campus for the University of Bath and up to 1800 dwellings. With a withdrawal of interest of the University of Bath and following the refusal of alternative scheme at appeal in 2009, a smaller mixed use development of up to 890 dwellings was promoted largely confined to the east of Day House Lane.

The adopted Swindon Borough Local Plan 2026 Policy SD2 allocates land at Commonhead for a total of 890 dwellings at an average density of 35.5 dwellings per hectare. The quantum of development at land at Commonhead as expressed in Policy SD2 is in line with the outline permission. This application would increase the total number of dwellings at Badbury Park by 3.7%. In combination with the other two applications on this agenda for consideration, this overall increase amounts to just over 9%. The additional housing is expressed by Policy colleagues as within the "tolerance range" that would be expected on a strategic allocation of this size, and therefore there is no in principle objection in respect of the development strategy for the Borough. Furthermore there are no concerns in respect of the overall target for housing in the plan period, being a cumulative increase of just 0.38%, and this has to be seen in the context of delays on some of the other strategic sites.

The Council cannot at present demonstrate a 5 year housing land supply in accordance with paragraph 47 of the NPPF. However Badbury Park is rapidly progressing and is already



making a significant contribution. Whilst the lack of a 5-year supply is its self not a reason for approval, it is considered that the contribution the additional housing could make to the supply on an allocated sustainable site in line with the development strategy, is a significant material consideration in favour of the proposal.

Badbury Park has been built out in part with a 'low density area', as defined on the approved Master plan consisting of four parcels located around the western access (Biddestone Avenue). The remainder of the site has been approved at a density consistent with the Local Plan policy. In total 890 residential units have been approved across the site without the inclusion of those parcels identified in these applications. This is in part due to the 'mixed use' boulevard zone being confined to two local centre parcels only (as opposed to a whole corridor as was possible but not required by the outline planning permission) and the remainder being built for residential rather than the mix of offices envisaged by the original outline.

### **Design, Layout and Character:**

The parcel is designed around a looping residential road, accessed from Homington Avenue, this is approximately consistent with the street layout in the Design Code. The proposed units, consisting of largely detached and semi-detached units conform to the character requirements for residential streets in the design code. The proposed properties are from Persimmon's standard range and are consistent with the units already approved in the Persimmon parcels at Badbury Park.

### **Landscape**

The scheme does not propose to provide 'local' open space on site as it is located within the wider estate of Badbury Park and adjacent to the 'Badbury Wick Common' open space and the 'Badbury Park' play area.

To protect and make a feature of the retained Oak tree in the centre of the site a 'pocket park' has been included with planting and paths through it, this is a positive feature of the scheme, and one that was not originally envisaged for this parcel.

Retained trees and hedges around the northern, eastern and southern boundaries of the site are given adequate protection with chain link fences. Conditions would ensure the implementation of the tree protection measures set out in the Arboricultural Impact Assessment that accompanied this application. The Landscape and Arboricultural Officers are satisfied that the retained trees are sufficiently protected and would not be adversely impacted upon by the proposals subject to the proposed conditions.

### **Highway Access, Safety and Parking:**

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

This parcel is accessed from Homington Avenue, which is designed as the main spine road through the development, to carry all the traffic from the development as originally approved. The addition of a further 81 dwellings (33 by way of this application), has been calculated to result in a total of 38 additional traffic movements in the AM peak and 42 in the PM peak. The Local Highway Authority concur with these findings and consider this a very small increase in traffic movements when compared to the whole Badbury Park

development. Homington Avenue is considered to be suitable to carry this additional traffic.

The Transport Development Officer recommends that no highway objection be raised subject to conditions being attached.

### **Affordable Housing:**

In accordance with Policy HA2 of the SBLP, as the site is greater than 0.5 hectares, 30% affordable homes should be provided. The affordable housing element represents 27% of the total, however across the three applications before Members for consideration, 30% affordable housing is achieved. As one legal agreement will bind all three sites together this is considered acceptable.

### **Infrastructure Requirements:**

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

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.

The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 1. The standard CIL rate as set out in the adopted CIL Charging Schedule is currently £0 per square metre of net increase of floor space.

The existing section 106 agreement for the outline planning permission at Badbury Park contained a large number of financial contributions towards items such as education, traffic and transport improvements and off site leisure (including Coate Water). As the Council now has a CIL charging schedule and Regulation 123 list it is not possible to simply request a pro rata contribution on all the items included in the original agreement. The Heads of Terms that Officers have been able to secure agreement with the developers for the three applications are as follows:

- Securing affordable housing at 30% across all three application sites;
- Provision of community centre within LC2 building, as detailed in the revised plans, with offer to Borough Council or nominated body;
- £17,000 towards off-site open space, identified for improvements to sports pitches at the Polo Ground, off Marlborough Road;
- A total of £6,442.88 to be split between the various traffic and transport projects identified by the original section 106 agreement, and improvements to the pedestrian access to Coate Water Country Park from Day House Lane;

- Contributions towards the provision of a primary school or provision of the proposed nursery for use as a temporary school.

### **Other matters**

The neighbouring property, Silver Greys, 43 Day House Lane objects to the proposal on the grounds that the proposed dwellings would overlook their property, particularly citing plots 390/391 and 416-420. The rear elevations of plots 390 and 391 are some 74 metres from Day House Lane itself, with 43 Day House Lane located on the opposite side of the road a little further north. The proposed properties would therefore be in excess of 100 metres from the existing property and the rear of plots 416-420 would be located approximately 80 metres from the existing property, at an obtuse angle. Officers do not consider there would be an impact on the privacy of the existing property from these proposed dwellings. Furthermore, the proposed development does not depart from the approved masterplan for the area, which indicated houses would be built in this location.

Reference is also made to the footpath indicated on the landscaping drawings. This footpath passes through open space and has already been approved under the relevant Reserved Matters application for the open space, it does not form part of this application.

The function of Day House Lane as a green corridor would not be affected by this proposal as it is consistent with the expected level of development here and access is not gained directly from Day House Lane.

### **Concluding Comments:**

The developers have submitted these three full planning applications in order to complete this phase of the Badbury Park development. The sites include residential development as well as commercial and community facilities. Although the number of units across Badbury Park would increase as a result of these applications, the necessary mitigation has been secured and it has been demonstrated that the existing infrastructure can accommodate this number. The land covered by the proposed development has already been accounted for within the outline planning permission, so no further green field land is impacted upon.

Although concerns have been raised by residents and the Parish Councils about the nature of these proposals, the developers have followed the correct planning process and submitted formal full planning applications for public consultation and scrutiny by your Officers.

### **Recommendation**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement, the negotiation of which is delegated to Officers.

### **Conditions**

#### **Time Limit**

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

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

### **Approved Drawings**

2 This approval shall be in respect of the following drawings and documents received by the Local Planning Authority on 1 March 2018 unless otherwise stated:

Location Plan - PL-B-01 rev E (19 February 2018)

Planning Layout - PL-B-03 rev H

External Works and Hardstanding - PL-B-03-1 rev D

Materials Plan - PL-B-05 rev F

Street Scene - SS-B-01 A (19 February 2018)

Parking Schedule - SCH-B-01 (19 February 2018)

House Type Planning Drawing-739 - HT-B-739-01 Rev A (30 November 2017)

House Type Planning Drawing-761 - HT-B-LC761-01 (30 November 2017)

House Type Planning Drawing-932 - HT-B-932-02 Rev A (30 November 2017)

House Type Planning Drawing-969 - HT-B-969-01 Rev A (30 November 2017)

House Type Planning Drawing 999 - HT-B-999-02 Rev A (30 November 2017)

House Type Planning Drawing – WP2420A - HT-B-WP2420A-01 Rev B (19 February 2018)

House Type Planning Drawing – WP3520A-01 - HT-B-WP3520A-01 Rev B

House Type Planning Drawing- WP4720A HT-B-WP4720A-01 Rev B

House Type Planning Drawings WC3B - HT-B-WC3B-01 Rev D (5 March 2018)

House Type Planning Drawing – Single Garage Eaves - HT-GAR-B-02 Rev A (30 November 2017)

General Layout - P850/01 Rev B

Detailed On-Plot landscaping Proposals P0865\_66 Rev B

Pocket Park Landscape Proposals P0865\_67 Rev A (19 February 2018)

Arboricultural Impact Assessment and Method Statement (30 November 2017)

Reason: to define the terms of the permission

### **Tree / Hedgerow Protection**

3 No existing trees or hedgerows on the site shall be lopped, topped, felled, uprooted, destroyed (including severance of roots), or wilfully damaged without the prior written consent of the Local Planning Authority. Where works to trees and hedgerows which have not been approved in writing by the Local Planning Authority result in any part of any tree or hedgerow being uprooted, dying or becoming diseased, it shall be replaced before the end of the next available planting season with a species details of which shall have been submitted to and approved in writing by the Local Planning Authority. Any replacement tree or hedgerow shall thereafter be retained for a period of five years from being planted.

Furthermore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order, no fence or other means of enclosure shall be erected within or closer to any existing tree or hedgerow other than as shown on the approved plans unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the trees on the site are adequately protected.

### **Landscaping**

4 All landscaping shall be carried out within the first available planting season contiguous with the development, in accordance with the approved landscaping drawings P0865\_66 Rev A and P0865\_67 Rev A. Any planting which, within a period of 5 years from the date planted, dies, is removed or becomes seriously damaged or diseased, shall be replaced by one of similar size(s) and species within the next planting season.

Reason: To ensure that the development is landscaped to an acceptable standard.

### **Tree Protection**

5 No development shall be commenced, (including site clearance) until the tree protection measures set out in the Arboricultural Impact Assessment produced by Michael Paginton of West Waddy ADP LLP (dated 21 November 2017) have been implemented and agreed in writing by the Local Planning Authority. The approved tree protection measures shall thereafter be retained in their agreed form for the duration of construction on site.

Reason: To ensure the protection of the existing trees on site is carried out.

### **Footpath construction**

6 Prior to the laying out of the pocket park identified on drawing number P0865\_67 Rev A details of the construction of the hogglin footpaths, which shall be of a no-dig construction, shall be submitted to and approved in writing by the Local Planning Authority. The footpaths must then be constructed in accordance with the approved details and retained in this form thereafter.

Reason: To ensure that the protected tree is not impacted on by the construction of the footpaths

### **Particular requirements in the vicinity of the former Badbury Brickworks**

7 No development shall commence within 50 metres of the edge of the landfill site at the former Badbury Brickworks at Day House Lane until a Remediation Scheme to include measures to prevent the ingress of landfill gas into properties constructed within that zone of influence has been submitted to, and approved in writing by the Local Planning Authority. The development shall be constructed in such a way as to prevent soil gas from entering the structure, details of which shall also be submitted for approval in writing by the Local Planning Authority. The scheme shall include an implementation timetable and monitoring protocols and methodology which shall be carried out in accordance with the approved timetable. Any variation to the scheme shall be agreed in writing with the Local Planning Authority in advance of works being undertaken. On completion of the works the developer shall submit to the Local Planning Authority written confirmation that all works were completed in accordance with the agreed details.

Reason: To ensure the adjacent contaminated site does not impact upon the development.

### **Reporting of Unexpected Contamination**

8 In the event that contamination is found at any time when carrying out the approved development that has not been previously identified it must be reported in writing within 2 days to the Local Planning Authority and development must be halted on the part of the site affected by the unexpected contamination. An assessment must be undertaken that determines the nature, extent and risks posed by the contamination, in accordance with procedures set out in Environment Agency publication CLR11. Where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to the Local Planning Authority for approval in writing. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme written confirmation that all works were completed must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination is adequately dealt with.

### **Foundations**

9 Piling or any other foundation designs using penetrative methods shall not be permitted

other than with the express written approval of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the foundations are appropriate to the ground conditions.

### **Storage of Oils, Fuels or Chemicals**

10 There shall be no storage of oils, fuels or chemicals on the site other than in storage facilities constructed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent contamination of the land

### **Construction Routes / Management Plan & Wheel Wash Procedure**

11 The development hereby permitted shall be constructed in accordance with the approved Construction Management Plans for Badbury Park, being Construction Management Plan for Phase 1 of the Commonhead development, dated 13/6/14 and approved by way of application number S/COND/12/1751 and Construction Management Plan Phase 2 dated 17/2/16 approved by way of application number S/COND/16/0400.

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

### **Construction and Delivery Hours to Sites during Construction**

12 Unless otherwise agreed in writing by the Local Planning Authority, the hours of construction work including the waiting of vehicles to undertake deliveries and collections during construction shall not take place outside the following hours:

0730 to 1830 Monday to Friday; 0830 to 1300 Saturdays; and not at all on Sundays, Bank Holidays and Public Holidays.

Reason: to protect the amenity of surrounding occupiers

### **M4 J15 and A419 works**

13 The development hereby permitted shall not be occupied, unless or until the improvement scheme identified for the M4 Junction 15 and A419 Commonhead Roundabout corridor, as shown in the WSP drawings (3 in total) ref: 0173-GA.002 Rev B, 0173-GA-003 Rev B and 0173-GA-004 Rev D titled 'Proposed Network Improvements M5 Junction 14, Swindon', or an alternative scheme that has been previously agreed in writing by the Local Planning Authority (in consultation with Highways England), have been completed and approved in writing by the Local Planning Authority (in consultation with Highways England) and is open to traffic.

Reason: To ensure the safe and efficient operation of the SRN i.e. M4 J15 and the A419(T) Commonhead Roundabout

### **Parking & Turning**

14 The building(s) hereby permitted shall not be occupied until the cycle and vehicular parking and turning facilities have been provided in accordance with the submitted plan [drawing no.P850/01], and those facilities shall be maintained available for those purposes and allocated for those uses as defined, thereafter.

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

### **Parking**

15 No dwelling on the development hereby approved shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and

street lighting) providing access from the nearest public highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

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

### **Road Maintenance**

16 No dwelling shall be occupied until details of the proposed arrangements for future management and maintenance of the 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.

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.

### **Drainage**

17 Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Drainage Statement on Hydraulic Modelling of Surface Water Drainage System for Parcels R7a and P6b– Additional dwellings at Badbury Park, Commonhead – November 2017', has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, but not be limited to:

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

### **Thames water – Waste Water**

18 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: The development may lead to sewage flooding; 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.

**Utilities**

19 Unless otherwise approved in writing by the Local Planning Authority, no utility meter boxes shall be affixed or installed at the front of any dwellinghouse or to the side of any dwellinghouse where it fronts a highway or footway.

Reason: In the interests of visual amenity

**Informatives****Thames Water 1**

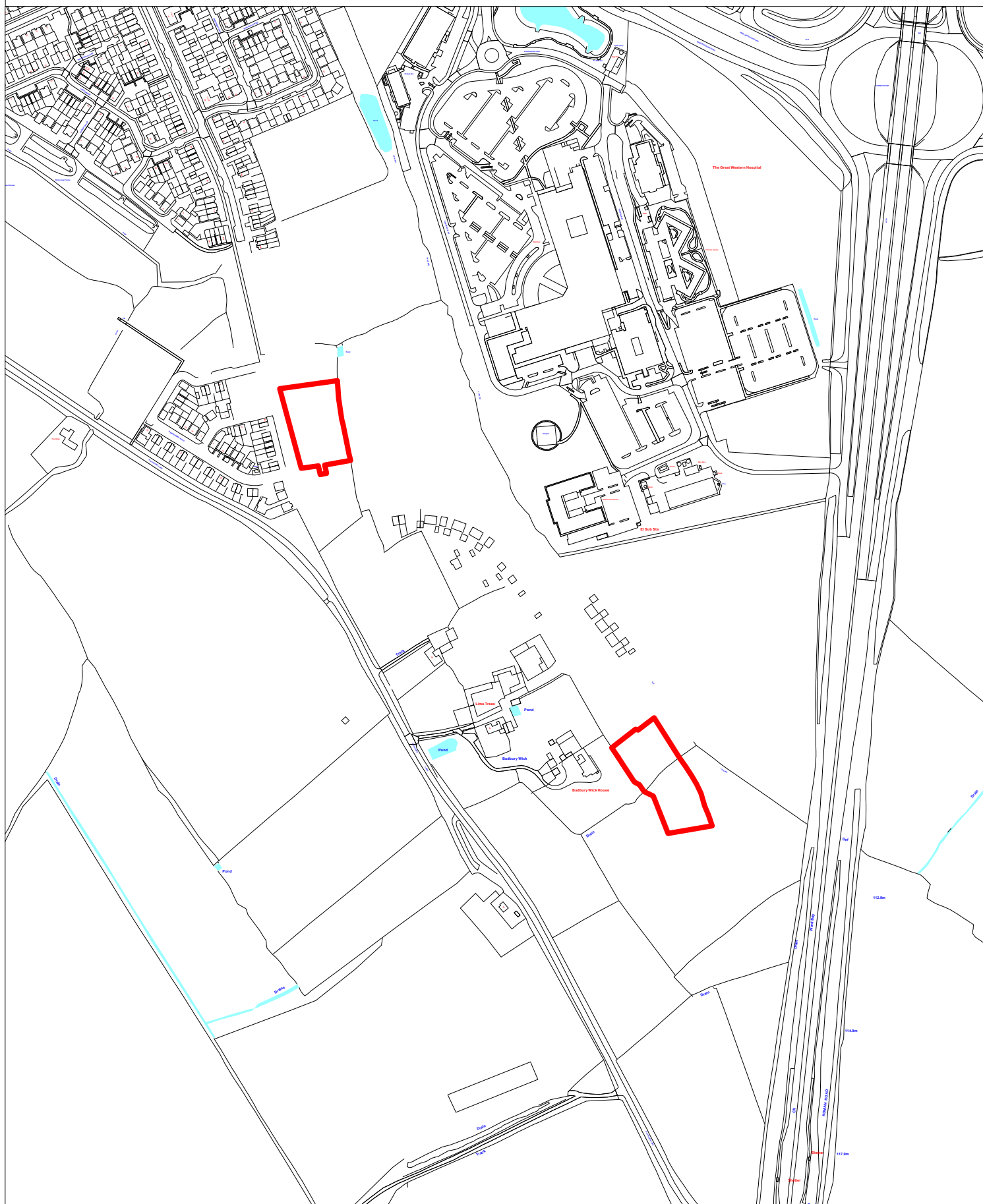
1 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

**Thames Water 2**

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



Parcels R7a & R7b Commonhead Site Commonhead Swindon



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.



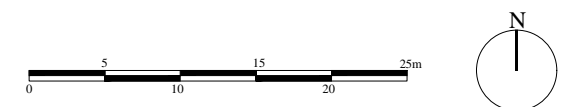


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.  
In all cases references should be made to the submitted plans.



Legend:

- Site Boundary
- Outline Boundary
- Tarmac to Private drives
- 1.8m brickwork Screen Wall
- 1.2m Chainlink Fence
- 1.8m Close Board Fence
- Low Level Hedge (Refer to detailed landscape proposals)
- Indicative trees (Refer to detailed landscape proposals)



Drawing Title

# Planning Layout

Project No	Drawing No	Revision
28026	PL-A-03	D

**BARTON  
WILLMORE**

bartonwillmore.co.uk



Offices at Birmingham Bristol Cambridge Cardiff Ebbsfleet  
Edinburgh Leeds London Manchester Newcastle Reading

Drawing: R7a Planning Layout						28026	
09.11.17							
Housetype	No's	Sq.ft	Sq.m	Storeys	Beds	Total Sq.ft	Total Sq.m
<i>Open market</i>							
Warwick	1	1059	98	2	3	1059	98
Grantham	4	1210	112	2.5	4	4840	450
Kensington	8	1398	130	3	4	11184	1039
Open market sub total	13						
Total Units	13						
TOTAL AREA		17083	1587				
(Sq.ft/sq.m)							
GROSS AREA (red line)		0.98 acres		0.39	ha		
NET SITE AREA		0.82 acres		0.33	ha		
COVERAGE (net area)		20949 sq ft/acre		4809	sq m/ha		
DENSITY (net area)		15.9 no./acre		39.4	no./ha		

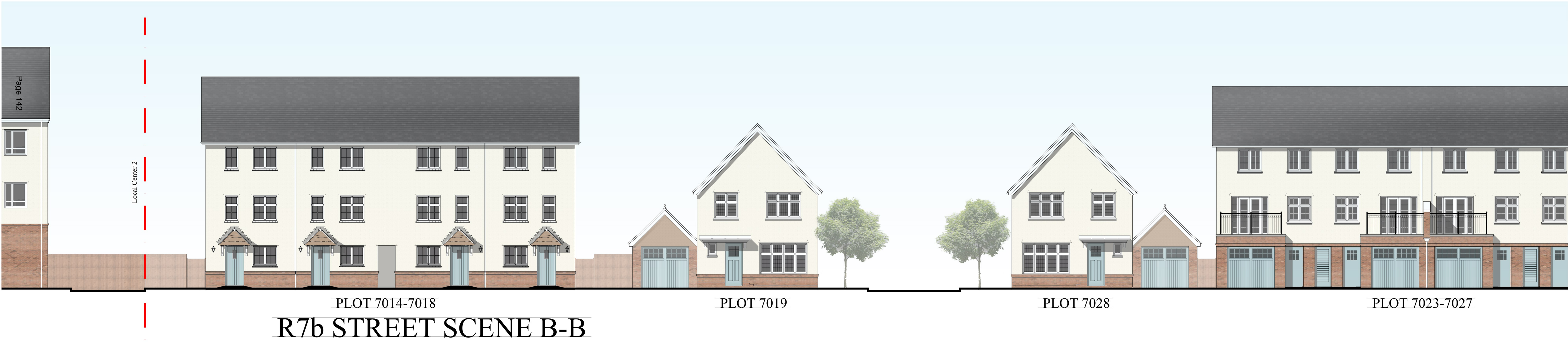




Page 141

Drawing: R7b Planning Layout 22.01.18						28026	
Housetype	No's	Sq.ft	Sq.m	Storeys	Beds	Total Sq.ft	Total Sq.m
Open market							
Ludlow	2	984	91	2	3	1968	183
Warwick	2	1060	98	2	3	2120	197
Kensington	4	1383	128	3	4	5532	514
						9620	894
Open market sub total		8					
Affordable Housing							
Frome	2	1164	108	3	3	2328	216
Frome 4	1	1276	119	3	4	1276	119
Rented Affordable		3					
Avon	1	680	63	2	2	680	63
Avon 3	1	784	73	2	3	784	73
Frome	1	1164	108	3	3	1164	108
3BWC	1	1227	114	2	3	1227	114
						7459	693
Intermediate Housing		4					
TOTAL AFFORDABLE		7					
Total Units		15					
TOTAL AREA		17079	1587				
(Sq.ft/sq.m)							
GROSS AREA (red line)		1.16 acres		0.47 ha			
NET SITE AREA		0.92 acres		0.37 ha			
COVERAGE (net area)		18555 sq ft/acre		4260 sq m/ha			
DENSITY (net area)		16.3 no./acre		40.3 no./ha			



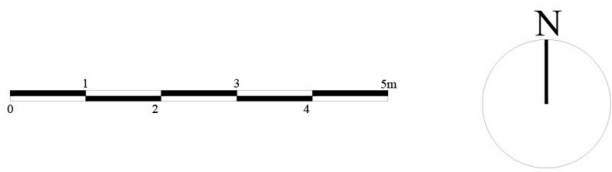


R7a KEY PLAN 1:1000

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R7b KEY PLAN 1:1000



Project  
Commonhead R7 Parcels  
Swindon  
Drawing Title  
Street Scenes

Date 13.11.17	Scale 1:100 @ A1	Drawn by KR	Check by DG
Project No 28026	Drawing No SS-01	Revision B	





## COMMITTEE REPORT

**Item Number:** 9

**Application Number:** S/17/1961

**Ward:** Chiseldon & Lawn

**Parish:**  
Central Swindon South

**Proposal:** Erection of 28 dwellings and associated works

**Site Location:** Parcels R7a and R7b, Commonhead, Swindon

**Case Officer:** Mrs Nicola Smith

**Contact Details:** Tel: (01793) 466517 Email: nsmith2@swindon.gov.uk

**Agent:**

Mr James Walker  
Pegasus Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RTY

**Applicant**

Redrow Homes Ltd  
  
C/O Agent

### Officers Report

**Background:**

This application has been called into Planning Committee as both Central Swindon South and Liddington Parish have objected. Their concerns are outlined below.

This application is accompanied by two other applications at the Commonhead development (now known as Badbury Park and hereinafter referred to as such). All three applications are proposed to be bound by a single legal agreement to secure the required affordable housing and relevant contributions, as set out below.

**Planning History**

The Badbury Park estate was approved in 2012 under permission number S/10/0842 by the Secretary of State, following a public Inquiry into Swindon Borough Council's refusal of the application for the "erection of up to 890 no. residential dwellings, employment (classes B1, B2), local centre (classes A1-A5), community uses (classed D1), primary school, extension to hospital site including provision of land for emergency services, public open space, landscaping, 2 no. vehicular accesses to A4259 (details of eastern access only), site roads and associated infrastructure". The approved number of dwellings had been reduced from 960 to 890, for reasons that are discussed below.

Prior to the approved application, the site has had an extensive planning history including an

unsuccessful proposal for 1800 dwellings, plus business uses and a university campus (S/07/1688 refers).

All three of the application sites on this Planning Committee Agenda are within the red line of the approved Commonhead outline permission, however the maximum of 890 units as set by the outline planning permission have been approved under the outline and four parcels remain undeveloped, it is therefore necessary for the developers to submit full planning applications for these remaining areas. In terms of land use distribution the proposals accord with the Land Use Masterplan approved under the outline permission for the site.

### **Summary of Recommendation:**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement.

### **The Proposal:**

This is a full planning application for the addition of 28 dwellings to the Badbury Park estate. The proposal includes one 2 bed dwelling, ten 3 bed dwellings and seventeen 4 bed dwelling. Seven of the units are for affordable rent or sale, with one being wheelchair accessible.

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

This application covers two parcels:

Parcel R7a is located towards the southern end of the approved residential development of Badbury Park, gaining access from the west, from the main spine road, Homington Avenue. To the east of this parcel lies Badbury Wick House (excluded from the development site), otherwise the parcel is surrounded by housing parcels, approved or proposed as part of the Badbury Park development.

Parcel R7b, is located adjacent to the local centre, with the safeguarded Hospital expansion land to the west. This parcel also takes its access from the main spine road, Homington Avenue.

The Badbury Park development is well progressed in terms of build out and in excess of 560 properties have been occupied to date.

### **Representations:**

In addition to notifying the limited number of neighbouring properties, a site notice was displayed adjacent to the site and a public notice published in the Swindon Advertiser.

### **Neighbours:**

8 Boyton Close – Objection. The current plan shows that of the 15 properties, 10 will have direct access onto Homington Avenue with a further 5 via a side cul-de-sac onto the Homington. This will cause additional car movements onto what will already be a very busy and what I would consider a dangerous road, due to the problems that will occur due to Homington Avenue being designated as a through road from Badbury Beck [sic] and Liddington plus the large number of movements when the designated Commercial Land is developed as the only exit to that estate both incoming and exiting will be along Homington Avenue. This is compounded by the high density of the proposed development.

Will increase the overall number of properties over and above the 890 originally authorised

by the Secretary of State on appeal which I would submit should and must be the Controller, thereby rendering this application not acceptable.

**Parish Council:** Central Swindon South Parish Council: Original Plans – Objection. The original Planning Permission was granted by the Secretary of State on appeal and that Planning Permission stipulated the number of houses to be 890. It should not be possible to increase the number of houses from that figure without reference back to the authority that granted the Planning Permission.

If Planning Permission was granted for more dwellings then it would create a precedent where a smaller number of dwellings were included in a Planning Application in the knowledge that additional number could be added at a later date without the need to go through the full Planning Application procedure.

The Section 106 Funding and other mitigation measures would have been based on 890 houses. If additional houses are to be built, then there needs to be a review of the mitigation measures.

Revised Plans - Objections remain the same as there are no material changes.

Liddington Parish Council: Original Plans – Objection. We have concerns that there appears to be a somewhat hidden agenda to increase the number of dwellings from the original permission of up to 890 to 976, without additional mitigation measures being put in place for the increase in pressure on services such as education, health provision and the highways. This pressure has increased greatly since the original outline consent was granted on appeal more than five years ago.

Revised Plans – Reiterate previous comments

**Forward Planning:** No policy objection in principle to the proposal.

**Local Highway Authority:** No objection subject to appropriate conditions being added.

**Housing Officer:** Amended plans for R7b are acceptable in terms of mix and layout as described below.

**Local Lead Flood Authority:** No objections

**Landscape/Arboricultural Officer:** The proposals are acceptable in Landscape terms

**County Archaeologist:** No comments to make

### **Planning Considerations:**

In accordance with the National Policy Framework (NPPF) 2012 and the Swindon Borough Local Plan 2016, the main issues in this case are as follows:

- a) The principle of development as assessed against the sustainable development strategy in the Swindon Local Plan 2026
- b) The traffic and transport issues associated with development



- c) The landscape impact, including impact on TPO trees
- d) Other matters, including the provision of affordable housing, archaeology and design/layout.
- e) Other issues raised within the representations received will also be covered.

### **Planning Policy:**

The National Planning Policy Framework (NPPF) (March 2012) replaced the previous Planning Policy Guidance and Statements. The overriding aim of the NPPF is the presumption in favour of sustainable development. This presumption requires that where development is in line with the Local Plan, it should be permitted without delay unless material considerations indicate otherwise.

Of particular relevance to this proposal are sections:

- Achieving sustainable development
- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring Good Design
- Promoting healthy communities

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

- DE1 (*High Quality Design*) seeks high standards of design for all types of development
- DE2 (Sustainable Development)
- HA1 (*Mix, Types and Density*); seeks a variety of densities, house types and sizes within larger developments whilst ensuring that they respect the character of the area;
- HA2 (Affordable Housing); seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes;
- TR1 (*Sustainable Transport Networks*) and TR2 (*Transport and Development*); seek to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods;
- TR2 (Transport and Development); seeks to ensure development is located/designed to encourage the use of sustainable transport modes and provide access that is appropriate;
- SD2 (*The Sustainable Development Strategy*); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.
- SD1 (sustainable development principle) enabling the delivery of sustainable development and support sustainable communities
- EN4 (Biodiversity and Geodiversity); seeks to ensure development does not have a negative impact upon such.
- Policy EN1 (Green Infrastructure Network)
- EN3 (Open Space) seeks all development to provide or contribute towards public open space
- EN5 (Landscape Character and Historical Landscape) seeks development proposals to take account of their natural surroundings.

- EN6 (Flood Risk) seeks development to ensure the risk and impact of flooding are minimised.
- NC2 (Commonhead) allocates the site for a mixed use development
- IN1 (Infrastructure Provision)

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

### **Principle of development:**

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

Land at Commonhead was first formally identified for a sustainable location for a new mixed use community in the Swindon Borough Local Plan 2011 Revised Deposit Draft published in October 2003. At that time it included a proposal to accommodate a campus for the University of Bath and up to 1800 dwellings. With a withdrawal of interest of the University of Bath and following the refusal of alternative scheme at appeal in 2009, a smaller mixed use development of up to 890 dwellings was promoted largely confined to the east of Day House Lane.

The adopted Swindon Borough Local Plan 2026 Policy SD2 allocates land at Commonhead for a total of 890 dwellings at an average density of 35.5 dwellings per hectare. The quantum of development at land at Commonhead as expressed in Policy SD2 is in line with the outline permission. This application would increase the total number of dwellings at Badbury Park by 3.7%. In combination with the other two applications on this agenda, this overall increase amounts to just over 9%. The additional housing is expressed by Policy colleagues as within the tolerance range that would be expected on a strategic allocation of this size, and therefore there is no in principle objection in respect of the development strategy for the Borough. Furthermore there are no concerns in respect of the overall target for housing in the plan period, being a cumulative increase of just 0.38%, and this has to be seen in the context of delays on some of the other strategic sites.

The Council cannot at present demonstrate a 5 year housing land supply in accordance with paragraph 47 of the NPPF. However Badbury Park is rapidly progressing and is already making a significant contribution. Whilst the lack of a 5-year supply is its self not a reason for approval, it is considered that the contribution the additional housing could make to the supply on an allocated sustainable site in line with the development strategy, is a significant material consideration in favour of the proposal.

Badbury Park has been built out in part with a 'low density area', as defined on the approved Master plan consisting of four parcels located around the western access (Biddestone Avenue). The remainder of the site has been approved at a density consistent with the Local Plan policy. In total 890 residential units have been approved across the site without the inclusion of those parcels identified in these applications. This is in part due to the 'mixed use' boulevard zone being confined to two local centre parcels only (as opposed to a whole corridor as was possible but not required by the outline planning permission) and the remainder being built for residential rather than the mix of offices envisaged by the original outline.

**Design, Layout and Character:**

Parcel R7a is a long, thin parcel consisting of one plot depth, the design of this parcel is consistent with the parcels to the north which have similar characteristics. Rows of terraces and pairs of semi-detached properties are proposed with one detached dwelling at the southern end. The design of the dwellings and the layout of the parking is consistent with the previously approved parcels and the Design Code, which requires a linear block structure, consistent building line and 2 ½ to 3 storey units, amongst other requirements.

Parcel R7b, located adjacent to the local centre is also designed consistently with the other parcels around it. The majority of the properties on Homington Avenue are three storey in height representing a transition from the Local Centre to the north, with the properties behind being two storey. The cul-de-sac to the rear is designed to provide sufficient parking and amenity space for the five properties served by it.

**Landscape**

The scheme does not propose to provide 'local' open space on site as it is located within the wider estate of Badbury Park, well accessible from both parcels.

The Design Code requires that trees are provided at regular spacing along the main spine road. Both parcels provide trees consistent with the palate of landscaping already approved, at spacing consistent with the landscaping already approved.

**Highway Access, Safety and Parking:**

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

Both parcels are accessed from Homington Avenue, which is designed as the main spine road through the development, to carry all the traffic from the development as originally approved. The addition of a further 81 dwellings (28 by way of this application), has been calculated to result in a total of 38 additional traffic movements in the AM peak and 42 in the PM peak. The Local Highway Authority concur with these findings and consider this a very small increase in traffic movements when compared to the whole Badbury Park development. Homington Avenue is considered to be suitable to carry this additional traffic.

The Transport Development Officer recommends that no highway objection be raised subject to conditions being attached.

**Affordable Housing:**

In accordance with Policy HA2 of the SBLP, as the site is greater than 0.5 hectares, 30% affordable homes should be provided. The affordable housing element represents 25% of the total for the two parcels, however across the three applications before Members for consideration, 30% affordable housing is achieved. As one legal agreement will bind all three sites together this is considered acceptable.

**Infrastructure Requirements:**

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

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.

The development is located within the Council's adopted CIL Charging Schedule 6th April 2015 Residential Zone 1. The standard CIL rate as set out in the adopted CIL Charging Schedule is currently £0 per square metre of net increase of floor space.

The existing 106 agreement for the outline planning permission at Badbury Park contained a large number of financial contributions towards items such as education, traffic and transport improvements and off site leisure (including Coate Water). As the Council now has a CIL charging schedule and Regulation 123 list it is not possible to simply request a pro rate contribution on all the items included in the original agreement. The Heads of Terms that Officers have been able to secure agreement with the developers for the three applications are as follows:

- Securing affordable housing at 30% across all three application sites;
- Provision of community centre within LC2 building, as detailed in the revised plans, with offer to Borough Council or nominated body;
- £17,000 towards off-site open space, identified for improvements to sports pitches at the Polo Ground, off Marlborough Road;
- A total of £6,442.88 to be split between the various traffic and transport projects identified by the original section 106 agreement, and improvements to the access to Coate Water from Day House Lane;
- Contributions towards the provision of a primary school or provision of the proposed nursery for use as a temporary school.

### **Concluding Comments:**

The developers have submitted these three full planning applications in order to complete this phase of the Badbury Park development. The sites include residential development as well as commercial and community facilities. Although the number of units across Badbury Park would increase as a result of these applications, the necessary mitigation has been secured and it has been demonstrated that in part, the existing infrastructure can accommodate this number. The land covered by the proposed development has already been accounted for within the outline planning permission, so no further green field land is impacted.

Although concerns have been raised by residents and the Parish Councils about the nature of these proposals, the developers have followed the correct planning process and

submitted formal full planning applications for public consultation and scrutiny by your officers. Whilst the Secretary of State through the appointed Planning Inspector approved the Commonhead Development at appeal, He gave no further instruction that the powers of the Local Planning Authority were in any way further limited in relation to this area. Swindon Borough Council as Local Planning Authority, remains the determining body for such planning applications at Badbury Park.

### **Recommendation**

That the Head of Planning be authorised to **GRANT** planning permission subject to conditions and a legal agreement, the negotiation of which is delegated to Officers.

### **Conditions**

#### **Time Limit**

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

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

#### **Approved Drawings**

2 This approval shall be in respect of the following drawings and documents received by the Local Planning Authority on 19 February 2018 unless otherwise stated:

Location Plan PL-01 Rev D

Street Scene SS-01 Rev B

R7a

Planning Layout PL-A-03 Rev D

Hard Surfacing Layout PL-A-03.1 Rev D

Materials Walls PL-A-04 Rev **C**

Materials Roofs PL-A-05 Rev **B**

Areas for Adoption PL-A-06 Rev **C**

General Layout R378-01 Rev **B**

Detailed On Plot Landscape Proposal P.0865\_64 Rev A

R7a Parking Schedule SCH-A-01

R7b

Planning Layout PL-B-03 Rev H

Hard Surfacing Layout PL-B-03.1 Rev E

Materials Walls PL-B-04 Rev F

Materials Roofs PL-B-05 Rev E

Areas for Adoption PL-B-06 Rev E

General Layout R379-01 Rev **B**

Detailed on Plot Landscape Proposal P.0865\_65 Rev **B**

Parking Schedule SCH-B-01 R7b Rev A

Warwick Housetype HT-A-WAR-01 Rev A (30 November 2017)

Grantham Elevations HT-A-GRAN-01 Rev A (30 November 2017)

Grantham Plan HT-A-GRAN-02 (30 November 2017)

Kensington Elevations HT-A-KENS-01.1 (30 November 2017)

Kensington Plan HT-A-KENS-01.2 (30 November 2017)

Ludlow Elevation HT-B-LUDL-01.1 (30 November 2017)

Ludlow Plans HT-B-LUDL-01.2 (30 November 2017)

Warwick Rev A HT-B-WAR-01

Kensington Elevations HT-B-KENS-01.2

Kensington Plan HT-B-KENS-01.2

Avon HT-B-AVON-01 Rev A

Avon 3 HT-B-AVON3-01 (1 March 2018)

Frome HT-B-FROM-01 Rev A

Frome 4 HT-B-FRO4-01 Rev A

3 Bed Wheelchair HT-B-3BWHC-01 Rev B

Arboricultural Impact Assessment and Method Statement (30 November 2017)

Reason: to define the terms of the permission

### **Tree / Hedgerow Protection**

3 No existing trees or hedgerows on the site shall be lopped, topped, felled, uprooted, destroyed (including severance of roots), or wilfully damaged without the prior written consent of the Local Planning Authority. Where works to trees and hedgerows which have not been approved in writing by the Local Planning Authority result in any part of any tree or hedgerow being uprooted, dying or becoming diseased, it shall be replaced before the end of the next available planting season with a species details of which shall have been submitted to and approved in writing by the Local Planning Authority. Any replacement tree or hedgerow shall thereafter be retained for a period of five years from being planted. Furthermore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that Order, no fence or other means of enclosure shall be erected within or closer to any existing tree or hedgerow other than as shown on the approved plans unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the trees on the site are adequately protected.

### **Landscaping**

4 All landscaping shall be carried out in accordance with the approved landscaping drawings P0865\_66 Rev A and P0865\_65 Rev A. Any planting which, within a period of 5 years from the date planted, dies, is removed or becomes seriously damaged or diseased, shall be replaced by one of similar size(s) and species within the next planting season.

Reason: To ensure that the development is landscaped to an acceptable standard.

### **Tree Protection**

5 No development shall be commenced, including site clearance) until the tree protection measures set out in the Arboricultural Impact Assessment produced by Michael Paginton of West Waddy ADP LLP (dated 21 November 2017) ) have been implemented and agreed in writing by the Local Planning Authority. The approved tree protection measures shall thereafter be retained in their agreed form for the duration of construction on site.

Reason: To ensure the protection of the existing trees on site is carried out.

### **Reporting of Unexpected Contamination**

6 In the event that contamination is found at any time when carrying out the approved

development that has not been previously identified it must be reported in writing within 2 days to the Local Planning Authority and development must be halted on the part of the site affected by the unexpected contamination. An assessment must be undertaken that determines the nature, extent and risks posed by the contamination, in accordance with procedures set out in Environment Agency publication CLR11. Where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to the Local Planning Authority for approval in writing. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme written confirmation that all works were completed must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure any contamination is adequately dealt with.

### **Foundations**

7 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written approval of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the foundations are appropriate to the ground conditions.

### **Storage of Oils, Fuels or Chemicals**

8 There shall be no storage of oils, fuels or chemicals on the site other than in storage facilities constructed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent contamination of the land

### **Construction Routes / Management Plan & Wheel Wash Procedure**

9 The development hereby permitted shall be constructed in accordance with the approved Construction Management Plans for Badbury Park, being Construction Management Plan for Phase 1 of the Commonhead development, dated 13/6/14 and approved by way of application number S/COND/12/1751 and Construction Management Plan Phase 2 dated 17/2/16 approved by way of application number S/COND/16/0400.

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

### **Construction and Delivery Hours to Sites during Construction**

10 Unless otherwise agreed in writing by the Local Planning Authority, the hours of construction work including the waiting of vehicles to undertake deliveries and collections during construction shall not take place outside the following hours:

0730 to 1830 Monday to Friday; 0830 to 1300 Saturdays; and not at all on Sundays, Bank Holidays and Public Holidays.

Reason: to protect the amenity of surrounding occupiers

### **M4 J15 and A419 works**

11 The development hereby permitted shall not be occupied, unless or until the improvement scheme identified for the M4 Junction 15 and A419 Commonhead Roundabout corridor, as shown in the WSP drawings (3 in total) ref: 0173-GA.002 Rev B, 0173-GA-003 Rev B and 0173-GA-004 Rev D titled 'Proposed Network Improvements M5 Junction 14, Swindon', or an alternative scheme that has been previously agreed in writing by the Local Planning Authority (in consultation with Highways England), have been

completed and approved in writing by the Local Planning Authority (in consultation with Highways England) and is open to traffic.

Reason: To ensure the safe and efficient operation of the SRN i.e. M4 J15 and the A419(T) Commonhead Roundabout

### **Parking & Turning**

12 The building(s) hereby permitted shall not be occupied until the cycle and vehicular parking and turning facilities have been provided in accordance with the submitted plan [[drawing nos. PL-A-03/B and PL-B-03/B], and those facilities shall be maintained available for those purposes and allocated for those uses as defined, thereafter.

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

### **Parking**

13 No dwelling on the development hereby approved shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

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

### **Road Maintenance**

14 No dwelling shall be occupied until details of the proposed arrangements for future management and maintenance of the 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.

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.

### **Drainage**

15 Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategies 'Drainage Statement on Hydraulic Modelling of Surface Water Drainage System for Parcels R7a and P6b dated November 2017', and 'Drainage Statement on Hydraulic Modelling of Surface Water Drainage System for Local centre 1 & 2 and Parcel R7b dated November 2017' has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, but not be limited to:

- Evidence that the proposed flows from the site will discharge at or below greenfield runoff rates, or as close as practical for any areas that have been previously developed, as part of the wider development;
- Details of how the drainage scheme has incorporated SuDS techniques to manage water quantity and maintain water quality in accordance with best practice guidance including the latest SuDS Manual C753;
- Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;
- Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753;
- Manhole Schedules;



- Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime;
- Details of how the scheme shall be maintained and managed after completion;
- Any drainage systems offered for adoption will be designed to Sewers for Adoption 7th edition and/or SBC standards as part of the detailed design and relevant technical approval processes.

### **Thames water – Waste Water**

16 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: The development may lead to sewage flooding; 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.

### **Utilities**

17 Unless otherwise approved in writing by the Local Planning Authority, no utility metre boxes shall be affixed or installed at the front of any dwellinghouse or to the side of any dwellinghouse where it fronts a highway or footway.

Reason: In the interests of visual amenity

## **Informatives**

### **Thames Water 1**

1 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

### **Thames Water 2**

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