



## COMMITTEE REPORT

**Item Number:**

**Application Number:** S/18/0461/RA

**Ward:** Shaw

**Parish:** West Swindon

**Proposal:** Erection of 14no. dwellings and associated works.

**Site Location:** Pilgrim Close Play Area, Pilgrim Close, Ramlease

**Case Officer:** Miss Rachael Adams

**Contact Details:** Tel: 01793 466012 Email: radams@swindon.gov.uk

**Agent:**

Mr Jacob Wainwright  
Quattro Design Architects Ltd  
Matthews Warehouse  
High Orchard Street  
Gloucester Quays, Glos  
GL2 5QY

**Applicant**

Mr Adam Gatier  
Swindon Housing Development  
Company  
Wat Tyler House West  
Beckhampton Street  
Swindon  
SN1 2JH

### Officers Report

**Background:**

0.1 This application has been called to planning committee by Councillor Williams and the Parish Council on the basis of concerns around parking.

0.2 This application has been submitted by the Swindon Housing Development Company for the erection of 14 no. bungalows, designed to Assisted Living Standard.

0.3 The site was identified as one that could be developed for market housing by the Strategic Land Review process undertaken by the Council in 2016.

0.4 Pre-application discussions commenced in early 2017.

**Summary of Recommendation:**

1 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amendments, omitted or additional conditions and subject to the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to

agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to REFUSE planning permission.

### **The Proposal:**

2 The application proposes 14 no. two bedroom bungalows, to be built to assisted living standards, with each bungalow to be provided with 2no on-site car parking spaces.

3 There are 3no visitor car parking spaces proposed on the site for the development together with a total of 9 car parking spaces to be re-provided either side of the site entrance off Pilgrim Close for the use of local residents. (A total of 40 spaces).

4 The proposed bungalows are a contemporary design to be constructed using a mix of red and buff bricks with timber boarding details with grey windows and roof tiles.

5 The existing footpath/cycleway running through the site east to west is to be slightly diverted and will run adjacent to the access road through the development.

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

6 The application relates to land at Pilgrim Close, currently green open space, which is located just off Ramleaze Drive in Shaw. The site falls within the Shaw Valley Parkway area of Open Space as identified in the Swindon Borough Open Space Audit and Assessment (2014) and is classified as general recreation space.

7 The western part of the site previously contained an area of play space, identified as the Pilgrim Close Play Area. However, this was removed a number of years ago.

8 The site includes also includes 16 car parking spaces, which provide informal parking for visitors to the Shaw Village Centre. A public footpath/cycleway runs through the site east to west connecting local people to the Village Centre.

9 The site is enclosed on its northern and eastern boundaries by a mix of trees and mature hedgerow. To the north lie the residential properties of Randall Crescent, to the east the site shares its boundary with 12 Angus Close, which forms part of a sheltered housing scheme, to the south lies the Ridge Green Medical centre and to the west lies George Tweed Gardens and the Shaw Village Centre.

### **Representations:**

#### **Original Consultation**

Neighbours:

10 Three letters of objection received from residents of 11 Angus Close, 4 Randall Crescent and 5 Randall Crescent, their main points of concern are;

Loss of green open space  
Inadequate parking  
Noise and disturbance  
Missing application documents

Impact on neighbouring properties  
Failure to utilise the whole green space  
Loss of trees and hedgerow  
Sloping site is unsuitable for elderly/disabled occupants

11 Letter of objection from Ridge Green Medical Centre who accept that bungalows are needed but concerned about loss of parking spaces in the area, construction traffic blocking Pilgrim Close and maintenance of services during construction.

Shaw Residents Association:

12 Object to the development based on parking concerns:

Concerned that the parking survey is incorrect and not enough spaces are being provided for the public, insufficient parking for the actual development, Pilgrim Close could be blocked preventing access to George Tweed Gardens the footpaths will be obstructed by parked cars.

West Swindon Parish Council:

13 The Parish Council object to this application on grounds of insufficient parking. The site is already functioning with too few parking spaces with demand at 128% of available spaces. It is likely that residents in this development will have visitors or family occasions that will require more than two parking spaces, it is also likely that George Tweed Gardens will similarly require more parking at certain times. The Parish Council raises concerns about emergency vehicle access in the likely event that there is roadside parking on the approach to the development and George Tweed Gardens as an overflow to the proposed provision.

14 The Parish Council request that this application is called in to Planning Committee and asks that there is due consideration of securing reasonable parking provision, mitigating the impact of reducing existing parking provision at this site and amending the application to resolve these issues.

### **Revised Consultation – submission of amended landscape drawings, tree survey and ecology reports**

Neighbours:

15 Five letters of objections received from residents of 3 Angus close, 11 Angus Close, 4 Granary Close, 4 Randall Crescent and 6 Romney Close reiterating previous concerns particularly about lack of parking.

Shaw Residents Association:

16 Continue to object to this proposal on parking grounds.

West Swindon Parish Council:

17 Reaffirm their initial position raising an objection to insufficient parking

### **Planning Considerations:**

18 The main considerations in the determination of this application are whether the proposal accords with the National Planning Policy Framework 2018 and the relevant policies of the Swindon Borough Local Plan 2026 (2015).

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

- Principle of residential development/loss of open space
- Design and appearance
- Highways and Parking
- Landscape
- CIL/Developer Contributions

#### Policy:

20 The National Planning Policy Framework (2018) sets out the Government's planning policies for England and how these are to be applied. In respect of this application the following sections are relevant:

Section 2 'Achieving Sustainable Development'

Section 5 'Delivering a sufficient supply of homes'

Section 12 'Achieving well-designed places'

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

- SD1 '*Sustainable Development Principles*' sets out the development principles which underpin the local plan
- SD2 '*The Sustainable Development Strategy*' aims to meet Swindon's development needs whilst protecting the Borough's most important assets;
- SD3 '*Managing Development*' seeks to take a positive approach to reflect the presumption in favour of sustainable development
- DE1 '*High Quality Design*' seeks high standards of design for all development
- HA1 '*Mix Types and Density*' advises that housing development should be design led and respect the character of the surrounding area
- EN3 '*Open Space*' seeks all development to provide or contribute towards public open space
- TR2 '*Transport and Development*' encourages sustainable travel and seeks to mitigate the impact of development and ensure that suitable parking provision is provided

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

#### Principle:

23 The site is within the Urban Area where new housing will be concentrated through realising development opportunities (Policy SD2). The site is however designated as public open space under Policy EN3 of the Swindon Borough Local Plan.

24 Policy EN3 states that public open space will be protected from development other than in a number of specified circumstances. One of those circumstances is that "the proposed development is subject to an open space appraisal to ensure it does not adversely affect local needs and/or existing quality of open space within the area in accordance with the Council's Standards, as set out in Appendix 3 and in the most recent Open Space Audit and

## Assessment”.

25 An open space appraisal has been provided with the application and concludes that Shaw Ward, within which the development lies, meets the Council standards for general recreation space and total open space. In fact the Open Space Audit and Assessment states that there is a large surplus of total open space within Shaw consisting of mainly general recreation spaces.’ It is therefore considered that post-development, the level and quality of accessible provision in the local area would remain consistent with the Councils standards.

26 The NPPF states that authorities should create inclusive and mixed communities, and plan for a mix of housing based on the needs of different groups in the community, including for older people and people with disabilities. The proposed development will extend the range of accommodation options available to elderly and/or disabled people within the community which in line with the aims of NPPF.

27 On this basis, the principle of residential development at this location is therefore considered to be subject to consideration of the details and impact arising from the scheme.

## Amenity:

28 Policy DE1 of the Local Plan requires all proposals to be assessed against a number of design principles, including amenity, DE1 (c), in respect of: light, privacy, outlook, noise, disturbance, smell, pollution and space.

29 The nearest residential properties to the site are 6 and 5 Randall Crescent to the north and 12 Angus Close to the east. The proposed bungalows are positioned such that there is 5 metres between the side of plot 6 (blank wall) and the side elevation of 6 Randall Crescent, 13 metres between the side of plot 7 (blank wall) and the rear elevation of 5 Randall Crescent and 12 metres between the rear of plot 10 and the rear elevation of 12 Angus Close.

30 Given these distances between the proposed bungalows and the existing neighbouring properties, officers consider there will be no issues of unacceptable overlooking or loss of privacy.

31 The development is therefore considered to be acceptable and will not result in harm to residential amenity in compliance with Policy DE1 of the Swindon Local Plan 2026 and the adopted SRDG.

## Design:

32 The Councils Urban Design officer has reviewed the scheme and is disappointed that opportunities to retain more boundary vegetation have not been taken and feels that the layout may lead to future requests to remove further planting, results in the properties having small gardens to the detriment of future occupiers and that an alternative layout could provide greater levels of surveillance.

Highways:

33 The proposal seeks to reduce the existing informal parking area on the east side of Pilgrim Close to provide an access into the site. A parking survey was undertaken by the applicant and demonstrates that the development, which includes a total of 9 no. replacement parking spaces along the Pilgrim Close frontage, does not displace existing parking onto the highway network.

34 The proposal relocates, but retains the existing footway/cycleway through the site to connect existing residents to the local facilities.

35 Car parking is proposed as 2 spaces per unit on plot, and 3 visitor parking spaces which complies with the Councils adopted Parking Standards. Cycle parking can be provided within the curtilage of each plot.

36 A swept path analysis of a 10.6m long vehicle accessing, turning and egressing the site has been submitted and demonstrates the suitability of the turning facilities proposed. In addition adequate visibility splays at the site access and through the site have been demonstrated.

37 It is noted that the main area of concern raised by residents and the Parish relate to parking but officers can confirm that the proposed car parking for the development is in accordance with the Councils adopted Parking Guidance, which includes 2 spaces per bungalow and 3 visitor spaces. Furthermore the road width as proposed is also sufficient for short term on street parking if required.

38 With regard to the existing informal parking area on the site, the applicant undertook a parking survey on 14<sup>th</sup> September 2017 to determine how many spaces were used to serve the local centre and the medical centre. The survey was undertaken at 5 locations between the hours of 7am to 7pm at 15 minute intervals. The results showed that at the peak times of occupation, 9 spaces were occupied and therefore these 9 spaces are to be replaced as part of the proposed development. The same survey showed that not all the spaces available for the above uses were used during peak times, therefore with regard to the evidence provided, your Highway Officers are of the opinion that the replacement of the aforementioned 9 spaces is acceptable and unlikely to result in displacement of parking.

39 The proposed parking provision to serve this development and adjoining uses is therefore considered to be appropriate and in accord with the NPPF and Local plan policy and the Councils adopted parking standards and therefore the Local Highway Authority raise no highway objection subject to the imposition of conditions on any permission granted.

Landscaping:

40 The Councils Landscape Architect has assessed the application and despite the revisions made to the scheme, still has concerns about the impact of the proposed development on the existing vegetation and the lack of biodiversity offer on the site. The main areas of concern are outlined below;

41 It is noted that some additional hedgerow planting will be carried out within some of the

hedgerow areas and an acknowledgement that the proposed tree works will need amelioration. Echoes the Urban Design officer's view that there are likely to be future requests to remove the remaining hedgerow given the modest size of the gardens.

42 Feels that what is a linear green network of mature hedgerow trees, with the visual amenity of an established treeline and all the ecological connectivity benefits this brings, will at best become a fragmented series of hedgerow 'clumps', contained in residential back gardens, behind plots defined by 1.8m close board timber fencing.

43 Notes that whilst small grassed areas of wildflower sowing are proposed. This unlikely to provide any meaningful habitat or biodiversity / ecology improvements.

### **Other Planning Matters:**

#### **Affordable Housing:**

44 In accordance with Policy HA2 of the local plan, affordable housing will be sought on all suitable sites proposed for development that comprise 15 or more dwellings or sites of 0.5 hectares or more. The site is below the 0.5 hectares and the 15 dwelling threshold and therefore there is no obligation to provide affordable housing.

#### **Infrastructure Requirements:**

45 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

46 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.

47 The Council is a Community Infrastructure Levy (CIL) Charging Authority. At the point of writing this report the adopted CIL Charging Schedule is that dated 6th April 2015. The proposed development for residential is located within CIL Residential Charging Zone 2 of this schedule. The development constitutes CIL Liabile development chargeable at the relevant rate within the relevant Charging Schedule in place at the time of calculation, that rate which is subject to indexation annually. The CIL chargeable amount is calculated at the point in time that planning permission first permits development for CIL purposes. To inform the applicant/landowners of the relevance of CIL to the proposal a CIL liable informative will be added to any permission granted.

48 Adopted Policy EN3 requires consideration of Open Space requirements. This is amplified by the Open Space Audit & Assessment (2014 update) that considers the quantity, quality and accessibility of the different types of open space by Ward. The open

space calculator translates the requirements of EN3 and associated Appendix 3 of the adopted Local Plan 2026 into the relevant area requirements. Where the scale of development does not trigger or justify the need for on-site provision due to location, there may be grounds to secure off-site provision proportionate to the scale of the development for investment locally.

49 The site is located in Shaw Ward and the Open Space Audit & Assessment (2014 Update) indicates the site is within the Shaw Valley Parkway falling under general recreation. The applicant has submitted an Open Space Appraisal in accordance with adopted Policy EN3, to justify why it is acceptable to be developing on open space. It concluded the material benefit of housing offered by the proposal, outweighs the loss of the open space under the General Recreation category when the OSAA (2014) update concludes that there is an overprovision of such type within the Ward. In any event, whilst the proposal is modest in scale, this should not preclude consideration of the need for off-site contributions to other types of open space.

50 The OSAA (2014 Update) indicates that the Ward is deficient in play space. The scale of the proposed development does not justify on-site provision. For this reason an off-site contribution is justified to support improvements/enhancements to existing play provision in the vicinity. The open space calculator generates a potential off-site contribution of £4,920.05 towards a play area. The nearest play area which doesn't require crossing a major road is Tumpy Fields Play Area within the Shaw Ridge Linear Park and therefore the contribution could be invested here.

51 The OSAA (2014 update) identifies the Ward as being deficient in outdoor sports. The scale of development does not justify provision on-site. For this reason an off-site contribution is justified to support improvements/enhancements to existing outdoor sports provision in the vicinity. The open space calculator generates a potential off-site contribution of £5,140.05 towards outdoor sports. The nearest outdoor sport facility is the West Swindon Community & Youth Centre, which appears to be independent of, but adjacent the Link Centre and therefore the contribution could be invested here.

52 Both of these contributions are considered to be justified and necessary given the scale and location of the proposed development and will need to be secured by completion of a section 106 legal agreement.

### **Concluding Comments:**

53 The proposed development results in the loss of an area of open space. However, it has been demonstrated that there is an over provision of open space in the ward, although any loss of open space is regrettable adequate provision of open space in the area would still remain.

54 Members will be aware of the concerns raised by Design and Landscape officers as detailed in this report, but the provision of much needed housing and in particular that the proposed bungalows are stated to have been designed to Assisted Living Standards in this location should be considered a significant community benefit.

55 Members will also be aware of the concerns about parking raised by the Parish Council



and local residents, which again have been considered and the Local Highway Authority have confirmed they are satisfied that this development provides the required parking provision and will not have a detrimental impact on the highway.

56 It is acknowledged that there will be harm arising from the loss of vegetation and the built development on the site. It is noted that no tree on the site is protected by a TPO. The scheme does propose retaining the majority of boundary planting. The concerns regarding a reduction in communal parking and the anticipated inconvenience is also recognised. However that harm has to be balanced against the need for housing and the lack of a 5 year housing land supply within the Borough.

57 In doing so officers are of the view that the harm identified is of limited weight and that there are significant benefits arising from the provision of housing on this site. In deed the harm identified does not outweigh the significant benefits of providing much needed housing in a sustainable location and that replacement play / sports facilities will be provided to further mitigate the impact.

## **Recommendation**

58 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amendments, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to REFUSE planning permission.

## **Conditions**

### 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:

Street scene 5552-P-72, Elevations 5552-P-70, Elevations 5552-P-71, Floor plans 5552-P-21, Floor plans 5552-P-20, Open space appraisal February 2018, Eternal levels 4406-C-300 rev D, Visibility splays 4406-C-101 rev D, Highway layout 4406-C-100 rev D, Drainage Strategy PIL-HYD-OO-GF-DR-C-7010 rev P8 received by the LPA on 23<sup>rd</sup> March 2018

Revised vehicle tracking 4406-C-102 rev A and revised design and access statement received by the LPA on 11<sup>th</sup> April 2018

Hydrock Maintenance and Management of Underground drainage report received by the LPA on 30<sup>th</sup> April 2018

Revised site location plan, revised existing site location plan, revised Arboricultural report June 2018 received by the LPA on 22<sup>nd</sup> August 2018

Revised landscape plan 5552-W-12 rev A, revised planting schedule ref 5552-P-3700 rev B received by the LPA on 5<sup>th</sup> October 2018

Revised Ecological Appraisal October 2018 received by the LPA on 12<sup>th</sup> October

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

### Drainage

3. Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy Drainage Strategy Site View Drawing Number: PIL-HYD-00-GF-DR-C-7010 Rev P8 Pilgrim Close, 5 March 2018, 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 5l/s;

Details of how the drainage scheme has incorporated SuDS techniques to manage water quantity and maintain water quality in accordance with best practice guidance including the latest SuDS Manual C753;

Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;

Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753;

General arrangement, which should be coordinated with the landscape proposals and the masterplan;

Manhole Schedules;

Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime;

Details of how the scheme shall be maintained and managed after completion;

Details of Overland Flow routing and management within the development proposals

Any drainage systems offered for adoption will be designed to Sewers for Adoption 7th edition and/or SBC standards as part of the detailed design and relevant technical approval processes.

Reason: To prevent unacceptable risks to people and property from flooding by ensuring the satisfactory storage and disposal of surface water from the site.

### Construction Method Statement

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

- i. specify the type and number of vehicles;
- ii. specify point of construction access and access route to the site;
- iii. provide for the parking of vehicles of site operatives and visitors;
- iv. provide for the loading and unloading of plant and materials;
- v. provide for the storage of plant and materials used in constructing the development;
- vi. provide for wheel washing facilities;

- vii. specify the intended hours of construction operations;
- viii. measures to control the emission of dust and dirt during construction

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

#### Replacement parking

5 No works shall commence on site that remove the existing public car parking until a scheme for the relocation of those 9 spaces has been submitted to and approved in writing by the Local Planning Authority, the works shall then be carried out in accordance with the approved detail and the 9 spaces thereafter maintained unless or until adopted by a public body.

Reason: To reduce the potential impact on the public highway.

#### Junction Completion

6 No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 10m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

Reason: To reduce potential highway impact by ensuring that there is a satisfactory access at the commencement of construction works and for the duration of the development.

#### Visibility Splays

7. The proposed vehicular access shall not be brought into use until visibility splay lines have been provided in accordance with the submitted details, as shown on drawing numbered [4406-C-101 Rev D] with the area in advance of the splay lines cleared of all obstructions to visibility between 0.6m and 2.1m above the adjoining carriageway and thereafter be similarly maintained.

Reason: To ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety.

#### Access

8. Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan [drawing no. 5552-W-12 rev A] and with the area of driveway within at least 10m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed.

#### Parking and Turning

9. The dwellings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan [drawing no. 5552-W-12 rev A] and those facilities shall be maintained available for those purposes thereafter.

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

#### Road layout

10. 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.

#### Materials

11. The development hereby permitted shall be constructed using the approved external facing materials. Such facing materials shall be retained thereafter in their approved form.

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

#### Landscaping

12. The development hereby permitted shall be carried out in accordance with the approved landscaping scheme as per the approved timetable. Any tree or shrub planted in accordance with the scheme which is removed, dies or becomes diseased within a period of five years from first being planted, shall be replaced by one of a similar size and the same species.

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

#### Boundary Treatments

13. Notwithstanding, the submitted details, prior to the commencement of works on site in connection with the development hereby permitted, a plan indicating the positions, design, materials and type of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. This boundary treatment shall be implemented before the building(s) are occupied and shall be retained in the approved form for so long as the development hereby permitted remains on the site.

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

#### Slab Levels

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

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

#### Tree/Hedge Protection

15. Prior to the commencement of works on site in connection with the development hereby permitted, details of temporary protective fences to safeguard the trees and / or hedges to be retained on the site shall have first been submitted to and approved in writing by the Local Planning Authority and shall be erected in accordance with the current BSI 5837 and maintained to that standard until the development has been completed or the Local Planning Authority has confirmed, in writing, that the fencing can be removed.

Reason: To ensure that adequate protection is afforded to the trees and/or hedges on the site.

#### Restriction on windows

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that Order, no windows other than those hereby approved shall be formed in the dwellings hereby permitted.

Reason: In the interests of residential amenity

## Informatives

1. CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more information on CIL visit [www.swindon.gov.uk/cil](http://www.swindon.gov.uk/cil) or telephone the SBC CIL Team on 01793 466289 or 466397 or email [cil@swindon.gov.uk](mailto:cil@swindon.gov.uk). To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for can be found at:

[https://www.planningportal.co.uk/info/200126/applications/70/community\\_infrastructure\\_levy](https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy) and <https://www.gov.uk/guidance/community-infrastructure-levy>. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

2. 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.

3. The proposed development will require works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the Local Highway Authority before commencing works on the development.  
[TransportDevelopment@Swindon.gov.uk](mailto:TransportDevelopment@Swindon.gov.uk)

4. The weather will have an impact on construction sites which in turn will require roads to be swept in addition to using wheel wash facilities. Swindon Borough Council are on winter service alert for gritting roads around the Borough from mid-October to mid-April each year, the treated roads are shown on the attached plan. The de-icing material used for road treatment by this council is Thorox, this material is rock salt treated with an agricultural by-product similar to molasses and has the advantage of being active on the carriageway for up to three days providing there is no substantial precipitation or sweeping. It is imperative that any salt removed from the treated network by sweepers clearing mud and debris is replaced straight away at a spread rate of 15g/m<sup>2</sup>. Where a sweeper is used on the roads around your site, you have a responsibility to retreat roads after washing or sweeping to ensure safety of road users is maintained during the winter period. In order to assist with this retreatment, Swindon Borough's Highway Operations Team can provide a filled grit bin at a cost available on request for use by developers, it should be noted that once delivered the bin and its contents will be in the property of the developer. In the first instance, please contact, Duty Winter Service Engineer, 01793 466354 to discuss and confirm site specific requirements.

[https://www.swindon.gov.uk/info/20040/road\\_safety\\_maintenance\\_and\\_repairs/737/find\\_out\\_about\\_road\\_gritting](https://www.swindon.gov.uk/info/20040/road_safety_maintenance_and_repairs/737/find_out_about_road_gritting)

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

development.

[http://www.swindon.gov.uk/info/20031/roads\\_parking\\_and\\_transport/321/apply\\_for\\_street\\_name\\_or\\_number](http://www.swindon.gov.uk/info/20031/roads_parking_and_transport/321/apply_for_street_name_or_number)

End of Report