



COMMITTEE REPORT

Item Number:

Application Number: S/OUT/18/1093

Ward: Ridgeway

Parish: Liddington

Proposal: Outline application for the erection of up to 70 dwellings and associated works – Vehicular access from Marlborough Road not reserved.

Site Location: Land at Marlborough Road, Coate, Swindon

Case Officer: Mrs Nicola Smith

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Applicant

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Dammass lane
Swindon
SN1 3EF

Officers Report

Background:

1. This application is put before Planning Committee as Liddington Parish Council have objected to the proposals. Their concerns are summarised below.

Summary of Recommendation:

2. 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 paragraphs 37 & 38 of this report); and
- (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.

The Proposal:

3. This is an Outline planning application for up to 70 residential units. The proposal is in outline with all matters reserved except for means of access to the site. An indicative masterplan is submitted for approval which shows the proposed road layout and location of open spaces at the far northern and southern ends of the site.

The Site and Surroundings:

4. The site is located off Marlborough road, bounded to the west by the Badbury Park development and to the south east by the Great Western Hospital site. To the east of the entrance is the M4 van centre. At present the site is crossed at two points by residential accesses to Wokingham Lodge and The Retreat, properties which remain outside of the red line of the development site.

5. The application form indicates the current land use is 'front garden' and the site is currently laid to lawn with a hedge to the front and a number of trees within the site.

Representations:**6. Liddington Parish Council:**

- This is a pleasant "oasis" of lawns with attractive hedging fronting on the main road (A4259). It is a welcome contrast to the van sales area and other unsightly features on this road.

- There must be a limit to the number of vehicle movements that can be accommodated on this short section of road with numerous successive junctions; the idea of a further development of "up to 75 units" connecting onto this road is not supportable.

If this proposal were implemented, the exit therefrom would have to be left turn only, and access could only be from northbound traffic. This would lead to many additional vehicle movements through the already congested Coate and Commonhead roundabouts. It is also probable that vehicles exiting the proposed development would turn into Day House Lane, a lane already over used by commuters.

- Since it would be unwise to further increase the number of controlled junctions it would be strongly advisable to have long enough slip roads for entrance and exit from the A4259. Confusion is also likely to arise with the close proximity of the Van Centre site.

It is highly likely that the hospital entrance will be further congested by vehicles using its entrance in order to access the new development from the West rather than use the longer Commonhead route.

- The site is a mere 2 hectares and is of a very odd shape not lending itself to an orderly development and certainly not likely to lead to appropriate facilities and amenities such as open space being incorporated.

- This is an over ambitious elongated infill development which in no way is "sustainable". It would just be a large number of houses squeezed into a small site without any connection to any existing or proposed community with no localised facilities for residents. A more attractive solution would be to propose a development of a secluded close with a much smaller number of larger properties.

Further representation were received from Liddington on 28th November, summarised as follows:

Further to the receipt of more information from the Transport Consultants the Parish Council is still not convinced that it has been demonstrated that the traffic engendered by this proposed development will not increase substantially the incidence of "rat running" in Day House Lane. The traffic flow statistics are out of date.

7. Forward Planning: As the site is within Swindon's urban area, it is a location in which the principle of residential development is in accordance with the Local Plan. The site is not identified in the Local Plan policies map as open space to which Policy EN3 applies. Nor is

it subject to other protective designations, therefore there is not a policy objection to the principle of the proposed development.

8. Local Highway Authority: Initially recommended refusal of the application on the grounds that insufficient analysis of (a) the safety of the proposed means of access and (b) the extent of off-site highway impacts had been undertaken.

Upon the submission of the applicant's Consultant's 'Response to Swindon Borough Council' report dated 31st August 2018, which addresses these two areas of concern, the objections were removed.

9. Highways England: Raise no objections to the proposal subject to a condition restricting occupations prior to the committed works to the Commonhead roundabout being completed.

10. Housing Officer: Happy with the affordable element to this application as it accords with the required mix. This will be secured by the 106 agreement.

11. Local Lead Flood Authority: No objections subject to a condition.

12. Landscape Officer: Whilst having no objection in principal to the application I note the following: As stated in the supporting planning statement a play space (LEAP) will be required to be provided on site. The submitted Arboricultural Impact assessment and preliminary Method statement is noted though the impact of the proposals cannot be fully assessed at this point. Drainage features if located in landscape areas and public open space must be designed as positive elements that are functional and add to the amenity of the development. The proposals should demonstrate a net biodiversity gain in compliance with policy EN4.

13. County Archaeologist: An archaeological evaluation has been undertaken across this proposed development site. Archaeological remains from the Roman period have been revealed. I advise that if a consent is granted for the development of this site that an archaeological condition is attached to enable the Roman remains to be further investigated and fully excavated with the full cost falling to the developer.

14. Thames Water: No objections subject to conditions.

15. Consultant Ecologist: No objections subject to conditions.

16. Comments from the public: Eleven letters have been received from addresses within the Badbury Park development raising the following issues:

- Object to the loss of green land which supports wildlife
- The entrance is considered dangerous
- The increase in traffic would be excessive
- Overlooking of properties on Polesdon Avenue
- Impact on noise levels
- Lack of amenities for residents of Badbury Park
- The residential travel plan is insufficient
- The road safety audit is inadequate

Planning Considerations:

17. In accordance with the National Policy Framework (NPPF) 2018 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 existing 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:

18. The National Planning Policy Framework (NPPF) (March 2018) has an overriding aim which 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

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

- SD1 (sustainable development principle) enabling the delivery of sustainable development and support sustainable communities
- SD2 (The Sustainable Development Strategy); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.
- 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;
- IN1 (Infrastructure Provision)

- EN4 (Biodiversity and Geodiversity); seeks to ensure development does not have a negative impact upon such.
- EN3 (Open Space) seeks all development to provide or contribute towards public open space
- EN6 (Flood Risk) seeks development to ensure the risk and impact of flooding are minimised.
- SC2 (Swindon's Existing Urban Communities)

Also of relevance is the adopted Swindon Residential Design Guide SPD (SRDG)(2016)

Principle of development:

20. Policy SD2 of the Local Plan outlines the sustainable development strategy for the Borough. Part (a) of the policy states that the focus of development will be at Swindon's urban area and the allocated strategic sites. As the site is within Swindon's urban area, it is a location in which the principle of residential development is in accordance with the Local Plan.

21. The recovered appeal decision in respect of Marlborough Road, Wroughton, Wiltshire (14 July 2017) found that it was not possible to demonstrate a deliverable five year supply of housing land in the Borough. The lack of a demonstrable 5-year housing supply is not in itself a reason for approval, but in this case the contribution this site can make to the supply of housing is a material consideration in its favour. The site is not identified in the Local Plan policies map as open space to which Policy EN3 applies. Nor is it subject to other protective designations, therefore there is not a policy objection to the principle of the proposed development.

Highway Access and Impact:

22. 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.

23. Highways Officers originally expressed concerns relating to the principle of a left-in/left-out access onto the A4259, which is subject to a 50mph speed limit at this point. Modelling presented in response to that concern indicated that there would be sufficient gaps in the major road traffic flow to allow development traffic to access the westbound carriageway and in that regard the principle of a new access onto the dual carriageway is accepted.

24. The design of the new access junction is however a separate matter and whilst the safety of this form of access for pedestrians and cycles has been verified by the submitted Road Safety Audit, no evidence was initially provided to show that the adequacy of the deceleration facility or the lack of an acceleration facility is proven. In addition no assessment was made of the traffic impacts on the wider network such as the adjacent junctions of Homington Avenue and the Hospital Access onto the A4259. There is no assessment of potential impacts at the Coate Roundabout or the Commonhead Roundabout and no assessment of the risk of rat-running using Day House Lane.

25. Following the submission of the requested evidence and assessment the Highways Officer updated his response. The Consultant has responded to concerns for the potential safety of the proposed priority junction by presenting an assessment of the proposed

access junction in the context of geometric design guidance set out in the Design Manual for Roads and Bridges (DMRB), specifically TD42/95, the volume of DMRB that deals with junctions of major and minor roads. That assessment verifies to the satisfaction of the Local Highway Authority that the proposed form of the site access is appropriate. The 'Response to Swindon Borough Council' report sets out analysis of the operation of the Coate and Commonhead roundabouts, demonstrating that development traffic will not materially affect the way in which those junctions perform. The Local Highway Authority is satisfied with those conclusions.

26. Concern was expressed at the potential risk associated with increased U-turning from the eastbound to the westbound carriageway of the A4259 at the Hospital junction. The applicant has pointed out that this manoeuvre is already prohibited by Order and whilst that is not in itself a reason to believe that drivers will not choose to make the turn, the Highways Officer is satisfied by the argument that the geometry of the junction makes this movement unattractive. Local residents on the Badbury Park development expressed concerns relating to the risk of increased U-turning at the Homington Avenue junction on the A4259. To make this manoeuvre would require encroachment into the existing off-side bus lane – a restriction that is enforced directly by the Council.

27. The original consultation response raised concerns regarding potential impacts of the proposed development on Day House Lane. In the absence of a right turn from the application site to the dual carriageway, there is reason to believe that some drivers attracted to the south (Junction 15 and destinations south of it) might utilise Day House Lane rather than make the U-turn at Coate Roundabout to return to the A419. Given the sensitivity of Day House Lane, the impact of this rat-running movement on the safety of other users of the Lane – in particular walkers, cyclists and those on horseback – is potentially significant. The applicant's Consultant argues that this alternative route to Junction 15 is not materially different in terms of distance than the route via the A4259 and the A419, which is true in terms of distance, however, taking into account waiting time at the Coate, Commonhead and J15 junctions, it is likely that Day House Lane will prove an attractive route for some drivers for the journey to Junction 15 and destinations south of it. The suggestion that improvement works to Junction 15 will materially change this situation is not supported by any evidence. If a journey-time analysis suggests that improvements to Junction 15 will remove rat-running in Day House Lane, then a Condition requiring those works to be complete ahead of occupation of the application site would appear to be reasonable. In the meantime and recognising that the Council is already studying options for speed management measures in Day House Lane, which will go some way to discourage traffic from rat-running along it, it is considered it reasonable that the application should be conditional on a contribution towards those works in Day House Lane.

Sustainable Community

28. The Parish Council have criticised the site as not being sustainable as facilities such as open space are unlikely to be incorporated. The site is unconnected to the existing Badbury Park development as it has come forward too late for connections to be considered; the houses on Polesdon Avenue were approved in 2014 and built out soon after. Owing to the surrounding development there are limited opportunities for connections outside the site, the only one identified is to the south of the site connecting to the hospital.

29. The site itself is too small to accommodate any facilities within the red line, but benefits from being on a well-used cycle way and bus route (both on Marlborough Road). A crossing

over Marlborough Road is located some 200 metres to the west which provides access to Liden School (800m from the site) and Liden Local Centre (900 m from the site). Once constructed, the approved facilities (retail, community room and nursery) at Badbury Park would be located approximately 850 metres from the site on the south side of Marlborough Road. The school at Badbury Park would be approximately 1km from the site, which equates to a 12 minute walk. The nearest large open space, Coate Water, is located approximately 1 km to the west of the site. To the east of the site is the Great Western Hospital, with childcare (500m distance from the site) and emergency healthcare (600m from the site).

30. The application originally proposed “up to 75 dwellings” on the site, this was reduced to “up to 70” during the application process. The site is an awkward arrangement formed of two triangular shapes with a pinch point at the centre. The options for a successful layout are limited because of the constraints of the site. It is Officer’s opinion that 70 dwellings, representing 33 dwellings per hectare, is the very maximum that could be satisfactorily accommodated on the site. The Council will be clear about the design expectations for the site to ensure that the layout is appropriate and meets the requirements of the Swindon Residential Design Guide in terms of making a place with character and identity whilst providing suitable residential amenity.

31. The application proposes open space within the site, including a “Central Green” which will provide a focal point for residents containing children’s play provision. This provision is a positive, helping to provide amenity space for the residents as well as a place to interact with each other. A condition is recommended to ensure that a play area that meets the Council’s standards is provided.

Affordable Housing:

32. In accordance with Policy HA2 of the SBLP, as the site is greater than 0.5 hectares, 30% affordable homes should be provided. This will be secured by the 106 agreement.

Infrastructure Requirements:

33. 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

34. 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.

35. 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 Liable 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. For an outline application this would be at the point of approval or reserved matters, should outline permission be granted. To inform the applicant/landowners of the relevance of CIL to the proposal a CIL liable informative will be added to the decision notice.

36. Policy EN3 of the adopted local plan 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.

37. In this case the application proposes on site open space and a LEAP and in addition an off-site playing pitch contribution of £36,200.33 is generated by the development to be used. This will be secured by the 106 agreement.

38. Other items in the 106 agreement will include a contribution of £20,000 to be spent on a scheme or schemes to manage the pedestrian and/or vehicle conflict in Day House Lane. The affordable housing and contribution towards off-site playing pitches will need to be secured by means of a Section 106 legal agreement together with a residential travel plan.

Concluding Comments:

38. The principle of residential development is considered acceptable in this location and is therefore recommended for permission subject to the conditions listed below and a section 106 agreement.

Recommendation

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 paragraphs 37 and 38 of this report); and
- (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.

Conditions

Reserved Matters

1. Prior to the commencement of works on site in connection with the development hereby

permitted, details of the layout, means of access (excluding site access as approved), scale, appearance and landscaping (hereinafter called "the Reserved Matters") shall have first been submitted to and approved in writing by the Local Planning Authority.

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

Timing of Reserved Matters

2. Application(s) for the approval of the Reserved Matters referred to in condition 1, shall be submitted in writing to the Local Planning Authority before the expiration of 3 years from the date of this permission and shall be carried out in accordance with the approval.

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

Time Limit

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

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

Approved Plans

4 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan 17.023.1000

Proposed Site Access H541/07 Rev D

Indicative Framework Plan 17.023.100.FP

Arboricultural Impact Assessment (SJ Stephens Associates) dated 15th May 2018

Flood Risk Assessment & Drainage Strategy (PFA Consulting) dated May 2018

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

Quantum of Development

5 The development hereby permitted shall provide no more than 70 no. dwellings falling within Use Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: For the avoidance of doubt and in the interests of proper planning.

Junction works

6 No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing A4259 Marlborough 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.

Road Maintenance

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

the details so approved.

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

Construction Management Plan

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

The Statement shall:

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

Reason: To reduce the potential impact on the public highway during the site preparation and construction phase(s) of development in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

LEAP

9 The first submission of Reserved Matters shall include full details of the open space to be provided on site including a Locally Equipped Area for Play (LEAP) in accordance with the Borough Council's standards set out at Appendix 3 of the Local Plan 2026. The open space and LEAP shall be provided prior to the occupation of the 50th dwelling.

Reason: to ensure that suitable open space is provided within the development in a timely manner.

Landscaping

10 The material submitted with the landscaping reserved matters shall include:

- i) Details of the species, location, diameter, approximate height, and general state of health and stability, of every tree, bush or hedgerow on the site which is to be retained and of each tree, bush or hedgerow which is on land adjacent to the site and to which paragraphs ii), iii), iv) and v) below shall apply;
- ii) No tree, bush or hedgerow which is to be retained and which has been identified in paragraph i) above, shall be topped, lopped, felled, destroyed or wilfully damaged, including any severance of its roots without the prior written consent of the Local Planning Authority;
- iii) No materials, plant, soil or spoil shall be stored underneath, and no burning of materials shall take place, within the furthest extent of the canopy of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above without the prior written consent of the Local Planning Authority;
- iv) Details of the specification and position of fencing and of any other measures to be taken for the protection of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above. Such fencing or any other measures shall be retained until the approved development has been completed or the Local Planning Authority has approved, in writing, that such fencing or any other measures may be removed;
- v) All works to protect any tree, bush or hedgerow, which is to be retained and which has

been identified in paragraph i) above shall be carried out in accordance with BS 5837(2012);
 vi) A planting plan and timetable of works for the soft landscaping of the site; all works shall be carried out in accordance with the approved plan and timetable; and any trees or plants, which within a period of five years from first being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation; and
 vii) Details of fencing and boundary treatments.

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

Tree Protection

11 Prior to the commencement of development the tree protection measures set out in the approved Arboricultural Impact Assessment listed in condition 4 above shall be implemented and shall remain in situ for the duration of the construction phase.

Reason: To ensure sufficient protection is provided and maintained for the retained trees.

Ecology – bat boxes

12 Prior to the occupation of the dwellings hereby permitted, a scheme detailing the location of bat boxes on retained trees and built-in bat boxes on the new houses within the site shall have first been submitted to and approved in writing by the Local Planning Authority.

The bat boxes shall be incorporated and installed in accordance with the approved details.

Reason: To achieve net biodiversity gain.

Ecology – bird boxes

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

The bird boxes shall be incorporated and installed in accordance with the approved details.

Reason: To achieve net biodiversity gain.

Ecology – management plan

14 Prior to the occupation of the dwellings hereby permitted, a site wide Landscape and Ecology Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should include detailed proposals based on Section 7 of the submitted Ecological Appraisal and include proposals for annual inspection, cleaning and replacement as necessary of all bird and bat boxes attached to retained trees.

Reason: To achieve net biodiversity gain.

Amphibian protection measures

15 The roads, except the junction specified in condition 6 above, shall be constructed incorporating amphibian protection measures, which can include sloping kerbs, bypass kerbs or gully pot ladders in accordance with a scheme which shall have previously been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: to achieve net biodiversity gain

Wheelchair user housing

16 No less than 2% of the total residential development shall provide for wheelchair user occupiers in accordance with a plan or schedule, which shall have been submitted to and approved in writing by the Local Planning Authority. These approved design features and

provisions shall be retained for so long as the buildings hereby permitted remain in use as dwelling houses.

Reason: In the interests of people with disabilities.

Archaeology

17 No development shall commence until a written programme of archaeological investigation, which should include on-site work and off-site work such as the analysis, publishing and archiving of the results, has been submitted to and approved in writing by the Local Planning Authority; and the approved programme of archaeological work has been carried out in accordance with the approved details.

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

Drainage

18 Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Flood Risk Assessment & Drainage Strategy – Land South of Marlborough Road, Coate – Issue 1, May 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 5l/s or below as agreed with SBC highways;
- Highway drainage improvements undertaken as agreed with SBC Highways;
- 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;
- 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 ensure the site is properly drained

Strategic Road Network

19 No occupation of any housing units shall take place, unless or until an improvement scheme identified for the A419(T) Commonhead Roundabout, as shown in the WSP drawing ref: 0173-GA-003 Rev B, or an alternative scheme which is equally acceptable to Swindon Borough Council and Highways England, has been completed to the satisfaction of the Local Planning Authority (in consultation with Highways England) and is open to traffic.

The proposals as referred to in the condition comprise.

- a) A419 southbound diverge to Commonhead roundabout; a TD22 Type B Ghost Island (Option 1) diverge; and
- b) remarking of the southern circulatory system of Commonhead Roundabout;

Reason:

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