

# **Swindon - New Eastern Villages Planning Obligations**

**Draft Supplementary Planning Document**

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## **Community Participation & Stakeholder Involvement**

The Council is consulting to find out your views on this draft Supplementary Planning Document (dSPD).

This document and the consultation process will follow the Statement of Community Involvement in Planning (2013) published by Swindon Borough Council in 2013, a process which is further explained in the Consultation Statement published alongside this Draft SPD.

The consultation period will run for 6 weeks and conclude on [date to be confirmed]

All representations made to this draft SPD will be considered and will help inform the final document. A summary of representations received along with the final version of the SPD will be submitted to the Planning Committee for consideration and approval. The SPD will then be recommended for adoption for development management purposes and form part of the Local Development Framework (LDF).

The adoption of a Supplementary Planning Document is guided by provisions set out in the Town and Country Planning (Local Planning) (England) Regulations 2012

Representations must be made in writing and sent to:

Email: [NEV@swindon.gov.uk](mailto:NEV@swindon.gov.uk)

Or by Post to:

NEV Planning Team  
5<sup>th</sup> Floor  
Wat Tyler House  
Beckhampton Street  
Swindon  
SN1 2JH

## 1 Introduction

- 1.1 In July 2013, Swindon Borough Council consulted widely with the Swindon community and other stakeholders on a draft Supplementary Planning Document (dSPD) "*Eastern Villages*". This document provided further guidance on the delivery of a comprehensive strategic allocation at the New Eastern Villages (NEV), in accordance with the then emerging Local Plan, in particular Policy NC3 which set the framework for the delivery of economic growth through a mixed use development, to reflect high standards of urban design and sustainability.
- 1.2 Following the adoption of the Swindon Borough Local Plan 2026 (The Local Plan) in March 2015, it has become necessary to produce the NEV Planning Obligations SPD to provide more detailed advice and guidance on the relevant policies in the Local Plan, particularly Policies IN1 (Infrastructure Provision), SD3 (Development Management), NC3 (New Eastern Villages including Rowborough and South Marston) and RA3 (South Marston).
- 1.3 Policy NC3 of the adopted Local Plan identifies the NEV as a strategic allocation to deliver 8,000 new dwellings, 40 hectares employment, new secondary school and primary schools, retail, health and community facilities.
- 1.4 The NEV development area is the largest allocation within the adopted Local Plan, covering 724 hectares of land. Local Plan Figure 11: New Eastern Villages Inset Diagram (Indicative subject to detailed masterplan work) is attached at **Appendix 1**.

### Purpose

- 1.5 Policy NC3 requires a comprehensive approach for dealing with the development of the NEV, including the provision of infrastructure necessary to create a sustainable development as required by the National Planning Policy Framework (NPPF).
- 1.6 To this end, this SPD sets out Swindon Borough Council's approach to securing by planning obligations the infrastructure required as a consequence of developments in the NEV. The approach detailed seeks to achieve the effective delivery of infrastructure to achieve sustainable growth at the NEV to ensure the right infrastructure is delivered in the right place, at the right time.
- 1.7 The SPD details the principles established by Policy NC3, in particular, to secure the provision and implementation of necessary infrastructure and key transport objectives whilst maximising opportunities for regeneration and other benefits within the wider community.

- 1.8 It is intended to assist developers, landowners and other stakeholders in understanding the necessary infrastructure to support their development schemes. The Council will seek to secure these by setting out the following:
- a. Infrastructure requirements for the NEV,
  - b. Method of apportioning the cost of strategic infrastructure items (where appropriate) and,
  - c. Mechanisms to secure infrastructure delivery.
- 1.9 The infrastructure requirements are based on the policies of the adopted Local Plan and the supporting evidence base documents including the Infrastructure Delivery Plan (IDP).
- 1.10 This SPD will provide a robust framework for securing the delivery of necessary infrastructure generated by development schemes in the NEV and will be a material consideration in the determination of applications for all development proposals within the NEV site boundary.
- 1.11 This SPD relates to the infrastructure required for the delivery of a total of about 8,000 dwellings, as specified in Policy NC3. However, in the event that the number of dwellings exceeds 8,000, there will be a need to consider any additional infrastructure requirements arising and include these in the IDP.

## **2 Legislative and Planning Policy Context**

### **Community Infrastructure Levy (CIL)**

- 2.1 The Council adopted a CIL charging schedule on 6<sup>th</sup> April 2015. Swindon's New Communities, including at the NEV, are currently £0 rated. The Council's approach to delivery of infrastructure is in line with the relevant legal and policy requirements.
- 2.2 This SPD has been prepared in line with the three tests set under Regulation 122 of the Community Infrastructure Levy 2010 for planning obligations:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development;
  - Fairly and reasonably related in scale and in kind to the development
- 2.3 The contributions that are sought from each development are directly, fairly and reasonably related to the impact caused by the development and, these contributions are reasonably required to make the development acceptable in planning terms.
- 2.4 Under Regulation 123 of the CIL Regulations, the Council cannot pool more than five planning obligations towards any infrastructure project or infrastructure type.

### **National Planning Policy Framework**

- 2.5 Under the National Planning Policy Framework (NPPF), there is a requirement to deliver sustainable development. This SPD will assist the Council in achieving this key National Policy requirement. The NPPF in paragraph 153 states that "Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development".
- 2.6 At paragraphs 173-177, the NPPF places great weight on the need for development to be viable and deliverable. The sites and scale of development identified within a Local Plan should not be subject to such a scale of obligation and policy burdens that their ability to be developed viably is threatened. The costs of requirements likely to be applied to development, such as affordable housing, standards, infrastructure contributions or other requirements considered alongside the normal costs should provide competitive returns to a willing land owner and developer to enable the development to be deliverable.
- 2.7 This SPD is considered to meet the stated objectives of the NPPF. It seeks contributions for delivery of necessary infrastructure in a manner

that is equitable and fair to all the landowners/developers in the NEV, without undermining the viability and deliverability of development schemes.

## **Swindon Borough Local Plan 2026**

- 2.8 The adopted Local Plan, sets out the level of housing, employment and other development needs up to 2026, where this should be located, and the infrastructure required enabling this development to take place. This includes identifying a number of strategic allocations, including the New Eastern Villages, to ensure needs are met and where required, planning obligations to secure the delivery of infrastructure requirements to ensure sustainable development is achieved.
- 2.9 The Local Plan must be read as a whole, but particular policies of relevance to this SPD are set out for ease of reference within this chapter and Appendices 1 to 4.

### Policy NC3 - The New Eastern Villages including Rowborough and South Marston Village Expansion

- 2.10 Local Plan Policy NC3 details the development requirements at the New Eastern Villages including Rowborough and South Marston Village Expansion (**Appendix 2**). The policy will ensure sustainable, well designed places are created to the east of Swindon in the form of distinct villages with their own separate identities integrating with each other and the existing urban area.

### Policy RA3 - South Marston

- 2.11 Alongside Policy NC3, is Policy RA3 which sets out the approach to delivering development at South Marston as part of the New Eastern Villages (**Appendix 3**). The policy will ensure the expansion of South Marston creates an integrated village with a distinct rural and separate identity from Swindon and other settlements.

### Policy SD3 - Sustainable Development

- 2.12 Local Plan Policy SD3 (**Appendix 4**) details how the Council will take a positive approach to applying the presumption in favour of sustainable development in the Borough. The policy states at all the significant development areas, management strategies will be agreed to secure the long term maintenance of infrastructure prior to development and a tariff or model agreement will be developed to ensure timely delivery of infrastructure, maintenance and mitigation and fair and equitable contributions.
- 2.13 Under this policy, the Council is allowed to put forward a tariff or framework s106 agreement for Strategic Allocations such the NEV to ensure timely delivery of infrastructure, maintenance and mitigation and



fair and equitable contributions between phases. This draft SPD is prepared with that principle in mind. Landowners/developers are encouraged to come together and enter into framework agreement with the Council.

#### Policy IN1 – Infrastructure Provision

- 2.14 Local Plan Policy IN1 sets out the overarching policy for ensuring development makes a positive contribution to sustainable growth through the delivery of appropriate infrastructure in a timely manner (**Appendix 5**). It states all development, within the context of economic viability, will make provision to; 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, where appropriate; contribute to the delivery of strategic infrastructure to address cumulative impacts; and contribute to initiatives to increase the effectiveness and efficiency of infrastructure.
- 2.15 There are other individual policies that require the delivery of specific items of infrastructure;
- Policy HA2: Affordable Housing. This policy requires all development of 15 homes or more or on sites larger than 0.5 hectares to deliver a target of 30% affordable homes on site or where demonstrated, a proportion can be delivered off site, subject to economic viability assessment;
  - Policy EN1: Green Infrastructure Network. This policy requires development to provide and design green infrastructure to integrate with existing corridors to maximise its connections and functions and ensure the sustainable maintenance and management of it.
  - Policy EN2: Community Forest. This policy requires development to ensure a net increase in tree cover, create or enhance habitats for biodiversity, and ensure access to local woodlands and opportunities for communities and businesses; and
  - Policy EN3: Open Space. This policy requires residential development to provide or contribute towards open space in line with the Local Plan open space standards. Residential development of 25 dwellings or more should provide open space on site.

#### **Planning Obligations**

- 2.16 The legislative basis for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 (as amended). As mentioned above, the Council has adopted a CIL charging schedule, which does not apply to the NEV. The Council became a CIL Charging Authority on

6<sup>th</sup> April 2015 when it published its first adopted CIL Charging Schedule. The impact of the latest adopted CIL Charging Schedule on the NEV is available by visiting the Council's website using the shortcut [www.swindon.gov.uk/cil](http://www.swindon.gov.uk/cil).

- 2.17 When dealing with mitigation requirements that arise from a proposed development, the Council would normally impose planning conditions where considered appropriate. In a number of cases, the Council will need to secure planning obligations by way of section 106 deed, taking into account the three statutory tests mentioned in paragraph 2.2.

### **Section 278 (Highways) Agreement**

- 2.18 The Council may, where necessary, require developers to enter into a section 278 agreement to fully pay or make contributions towards the carrying out of works to the highway impacted by their development schemes. In some cases, a developer may be required to carry out the works in lieu of payment.

### **Framework S106 Agreement**

- 2.19 The Council will seek to reach agreement with all parties that have a controlling interest in the land at the NEV through a Framework Section 106 Agreement. A Framework Section 106 Agreement is an important means of ensuring parity of contribution across the NEV and accords with the statutory tests for planning obligations. The Framework Section 106 Agreement will serve to:

- Capture all development parcels within the NEV to ensure a fair and equitable distribution of the necessary planning obligations and the effective delivery and maintenance of the required infrastructure
- Ensure that the triggers for infrastructure delivery are reasonable so as to not jeopardise the viability of development proposals within the NEV
- Provide an effective mechanism for securing the land required for infrastructure within the NEV development area - this will provide certainty that land will be safeguarded for a specific purpose and guarantee access across land at nil cost to facilitate the delivery of infrastructure that spans two or more different landownerships. This agreement is critical in assisting developers in ensuring that their schemes form part of a wider comprehensive strategic development.

### **Infrastructure Delivery Plan (IDP)**

- 2.20 The Local Plan is supported by the Infrastructure Delivery Plan (IDP). The IDP identifies the necessary infrastructure to support Swindon's

growth, and serves as the 'backbone' to the Local Plan. In the absence of a fully comprehensive and evidence based IDP, the Plan would not have been found sound at examination.

- 2.21 The IDP is a Local Development Document (LDD) which allows a flexible regime of review providing that it is subject to public consultation. In instances where new or updated information becomes available from relevant government or Council service areas that update current use values or cost indicators, the Council will amend the IDP. In addition, to maintain the real value of payments due to the Council over time, contributions will be index linked to maintain equivalent purchasing power. Updated cost information will be posted on the Council's website where it is available.
- 2.22 The extract of the IDP that relates specifically to the delivery of the NEV, has been updated for public consultation alongside this SPD. It is likely that certain costs will evolve as new information becomes available. An overall 10% cost variance is considered an acceptable tolerance which may mean further consultation on a specific item of infrastructure is not required. However, this will be assessed on a scheme by scheme basis, and any cost changes beyond 10% will be subject to bespoke public consultation in the future.

### **Sustainability Appraisal and Strategic Environmental Assessment**

- 2.23 This SPD does not require a sustainability appraisal and/or a Strategic Environmental Assessment, as these have already been produced for the Local Plan.

## **3. Securing Planning Obligations at the New Eastern Villages**

- 3.1 The New Eastern Villages is a strategic allocation in the adopted Local Plan, and a comprehensive development area with interrelated villages that are dependent on the timely delivery of on and off-site infrastructure. The NEV requires a substantial package of critical infrastructure not only to mitigate the impact of the development and support the new community, but also to unlock land within it for development.
- 3.2 The development is progressing through a number of planning applications submitted by individual landowners and developers. The submission of numerous applications presents a challenge when seeking to secure the funding and land for the shared infrastructure that is required for the comprehensive development of the NEV.
- 3.3 The Council requires an holistic approach to the securing and provision of necessary shared infrastructure for the NEV development, and to ensure infrastructure is delivered in the right place at the right time.

- 3.4 The development shall be delivered in broad accordance with the updated Illustrative Masterplan can be found at **Figure 1** of this SPD (see section 4).
- 3.5 Landowners and developers are encouraged to agree an equalisation procedure which is necessary to ensure that the percentage of developable land value available to each landowner is consistent across the NEV. In order to achieve this, where landowners provide part of their land at no cost to the Council for items of strategic infrastructure such as school sites, they will receive the agreed value for the part of their land by means of allocation of equivalent land on other sites or by financial reimbursement from other landowners. If agreement is not reached between the landowners and an agreement cannot be achieved on the details of the equalisation, in order to ensure transparency and fairness, the Council will work with landowners and developers to fix and agree the location and size of relevant facilities and agree the precise equalisation procedure at developers cost.

### **Compulsory Purchase**

- 3.6 Where necessary, and where it is satisfied that other reasonable avenues have been exhausted, the Council will use its compulsory acquisition powers to acquire land that is required for the timely delivery of necessary infrastructure, or to unlock development parcels.

### **External Funding**

- 3.7 Where funding is to be provided by external bodies for the provision of infrastructure, the Council will enter into agreement with landowner/developers providing a mechanism to set off or pay back the correct proportion of the contribution paid towards the same infrastructure as appropriate.

#### 4. New Eastern Villages - Infrastructure Requirements

- 4.1 The infrastructure and facilities required to enable and support the NEV are identified and underpinned by the Local Plan, and the latest published version of the Infrastructure Delivery Plan as relates to the NEV.
- 4.2 In order to understand the infrastructure requirements for the NEV, the following important questions need to be addressed:
- **Where** will the facilities and services be located at the NEV? What are the **recommended catchments** for each of the identified facilities / services?
  - What infrastructure is required **on-site and off-site**?
  - What is considered to be **strategic and local infrastructure item**?
  - **When** should each infrastructure item be delivered?
  - **Who** should contribute to the delivery of the identified infrastructure?

*Where the infrastructure should be provided?*

#### **The New Eastern Villages Illustrative Masterplan**

- 4.3 The NEV Illustrative Masterplan (the Masterplan) has been comprehensively updated, in partnership with a wide range of stakeholders. It serves to enhance the information provided in the Local Plan, and to facilitate a co-ordinated approach to delivery of the NEV. It encompasses the vision for NEV which is to create well-designed places where people will want to live, work and spend time.
- 4.4 The NEV will be a high quality, comprehensive and sustainable development, well integrated with east Swindon and well connected to Swindon Town Centre and supported by excellent infrastructure. Each village development should deliver a variety of character and design, including contemporary design that represents an exemplar in sustainable living. The Flood Risk zones and areas of important archaeology within the area identified for development in the Local Plan prevent development in certain areas and it is these wide corridors that provide the unique opportunity to provide strong green links through the new development which connect the communities together and provide a focus for residents.
- 4.5 The Masterplan provides for a comprehensive internal street network with connections to the wider principal highway network (A420 and A419). The scale of development will facilitate the provision of an express bus network system between the new development and

Swindon Town Centre. Existing footpath and cycleway routes will be supplemented by a comprehensive network of new routes.

### **Approach to developing the Masterplan**

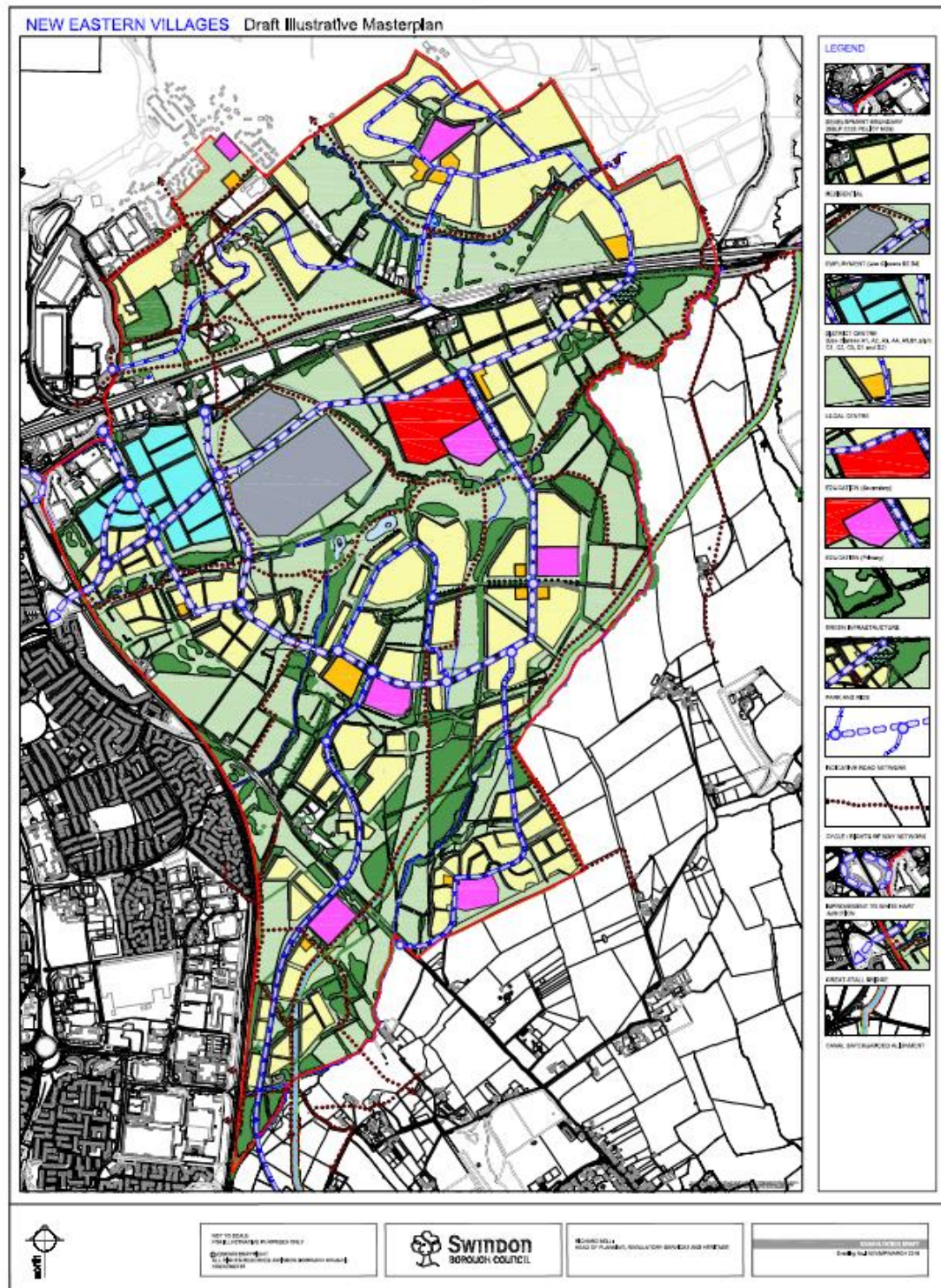
- 4.6 There has already been extensive stakeholder consultation during the preparation and adoption of the Swindon Borough Local Plan. There has also been formal consultation with local communities and Parish Councils, and the publication of this SPD provides a further opportunity for stakeholder engagement.
- 4.7 Six key considerations have been taken into account in developing the draft Masterplan;
- Relevant policies of the Swindon Borough Local Plan 2026, including in particular Policy NC3: New Eastern Villages - including Rowborough and South Marston Village Expansion and Policy RA3: South Marston,
  - The New Eastern Villages Draft Supplementary Planning Document and South Marston Draft Supplementary Planning Documents, and accompanying consultation responses,
  - The New Eastern Villages Vision and Objectives,
  - Stakeholder consultation involving local community groups, parish councils, developers and other interested bodies,
  - The need to create a Masterplan which balances environmental issues, infrastructure requirement and development viability,
  - Adopting a pragmatic approach to preparation, including acknowledging and incorporating, where appropriate, work undertaken by NEV land promoters and community groups.

### **Status of the NEV Updated Masterplan**

- 4.8 Consultation responses will be carefully considered and taken into account prior to the adoption of the Masterplan for Development Management purposes.
- 4.9 When adopted, individual planning applications for development of the NEV will be considered against the background of the Illustrated Masterplan and must be in broad accordance with the plan.



**Figure 1: Draft Illustrative Masterplan (ref. NEV/MP/March 2016)**



*What should be provided?*

#### Planning Obligations

- 4.10 In line with Local Plan policy, development proposals within the NEV will be supported where the necessary planning obligations are secured to:
- a) Enable the development of the NEV to take place by securing:
    - necessary, and relevant financial contributions towards shared infrastructure,
    - direct delivery of on and off-site infrastructure,
    - the land required for strategic infrastructure and,
    - unfettered access across third party land;
  - b) Ensure that development proposals are acceptable and deliver sustainable growth and;
  - c) Mitigate the impact of the development.

#### On and Off Site infrastructure

- 4.11 To ensure that the new communities at the NEV benefit from easy access to local services and facilities, it is imperative that the identified infrastructure items for each of the villages is delivered in an effective and timely way.
- 4.12 Onsite infrastructure will include both strategic and 'local' items i.e. specific infrastructure items identified for each village. A list of the infrastructure requirements, also referred to as a 'pro forma' has been prepared for each village. This suite of documents will help to identify the infrastructure items required at each village in a clear and succinct way.
- 4.13 It is likely that some on-site infrastructure delivery will be front-loaded e.g. the release of land for primary education and early years provision, whilst other infrastructure items will be delivered in a phased manner to ensure that provision takes place alongside each phase of residential occupations e.g. formal play facilities and open space creation.
- 4.14 A comprehensive list of the strategic and local infrastructure items can be found in the IDP. Where it is appropriate to do so, on-site infrastructure will be secured by mean of planning condition, and delivered by developers as works in kind.

*When should the infrastructure be provided?*



### Phasing Plan

- 4.15 The Phasing Plan detailed in the Local Plan helps to identify the Council's preferred approach to the delivery of the housing and the related infrastructure to support the new communities at the NEV.
- 4.16 If planning applications are submitted in advance of the Phasing Plan, the onus will be on the developer to deliver the appropriate level of infrastructure to support the new community until such time the delivery of other development parcels / villages come forward.

### Summary of infrastructure requirements

- 4.17 **Figure 2** below sets out some of the key strategic and local infrastructure requirements. It indicates whether items are a shared infrastructure need or development site-specific infrastructure requirement. The shared infrastructure includes the infrastructure that is critical to the sustainable delivery of the NEV as a whole that requires the safeguarding of land and / or funding from more than one application site.
- 4.18 Figure 2: Summary table indicating shared and site-specific infrastructure

Infrastructure Item	Shared	Site-specific
White Hart Junction Improvements	✓	
Gablecross Roundabout Improvements	✓	
Police Station Access Improvements	✓	
New Western Access to South	✓	
New Eastern Access to South	✓	
New Eastern Access to North		✓
Great Stall Bridge	✓	
Express Bus – Improvements to Existing Highway Network	✓	
West of A419 Highway Works	✓	
Southern Connector Road	✓	
Park and Ride	✓	
Internal Highway Network	✓	
Bus Subsidy	✓	
Travel Plan Measures	✓	✓
NEV Secondary School	✓	
Primary Schools	✓	✓
South Marston Primary School Expansion	✓	
District Centre Community Centre	✓	
Local Centre	✓	✓
Health Care Facilities	✓	
Sports Facilities	✓	✓

Strategic Green Infrastructure including water management	✓	
Public Open Space	✓	✓
Biodiversity Protection and Enhancement	✓	✓
Community Forest	✓	✓
District Heating Network	✓	

## **5. NEV IDP Review and Payment Management**

- 5.1 Where new or updated information becomes available which relates to the delivery of infrastructure at the NEV, the Council will make amendments to the IDP and the level of contribution on this basis. In addition, to maintain the real value of payments due to the Council over time, contributions will be index linked to maintain equivalent.
- 5.2 All financial appraisals submitted will be carefully reviewed by the Council and in appropriate circumstances, be subject to independent review.
- 5.3 The Council has established a comprehensive system for monitoring the progress of legal agreements. This will ensure that the management and implementation of all agreements is undertaken in a consistent and transparent manner and is closely linked to service area objectives.
- 5.4 Compliance with the planning obligations contained within planning legal agreements remains the responsibility of the landowner, or their chosen development representative(s). The S106 Project Management Team provides proactive monitoring of agreements for compliance to assist in ensuring that obligations are met in a timely manner by all parties.

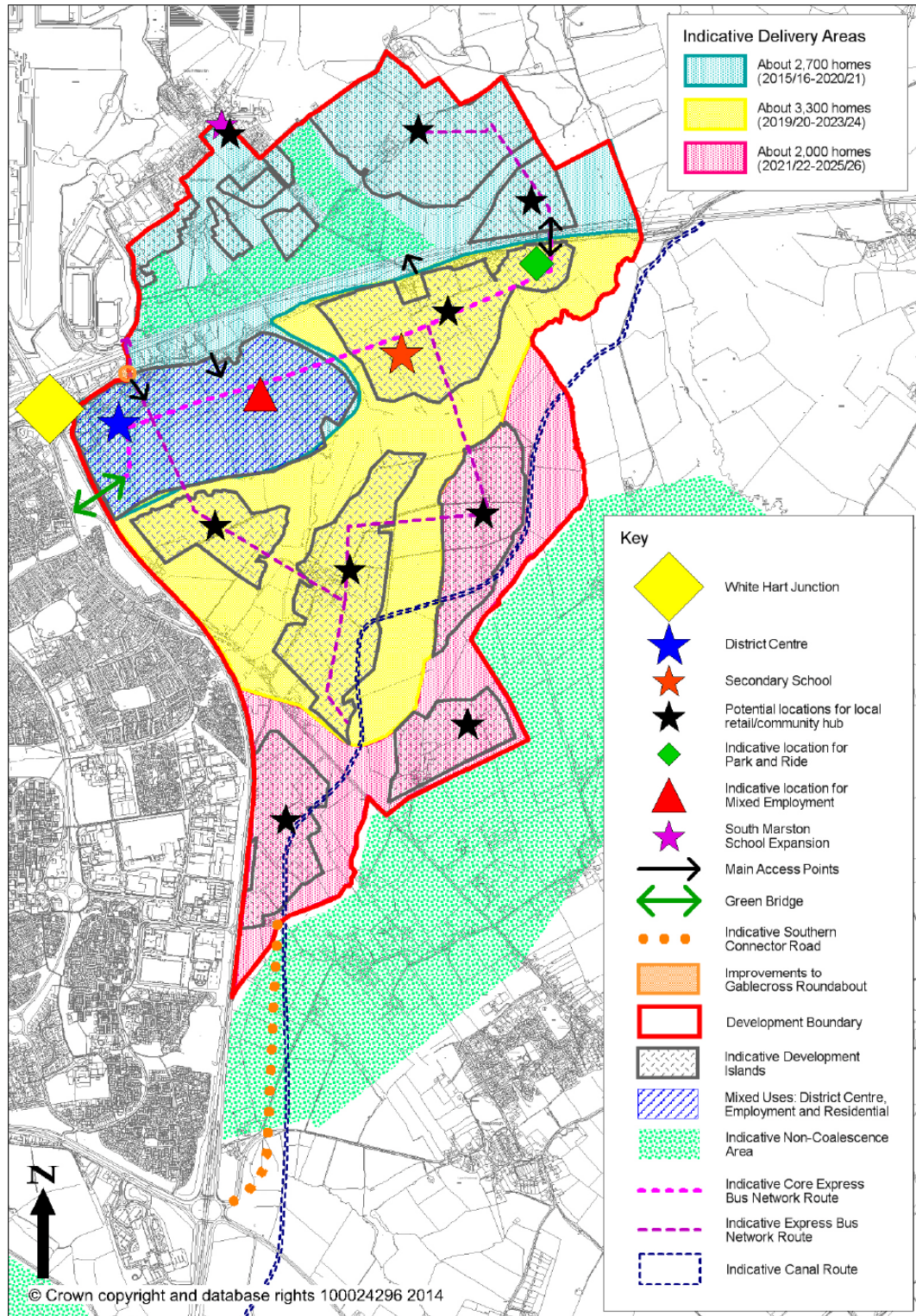
## **6. Next Steps**

- 6.1 Following public consultation, the Council will consider all the comments made to this draft SPD. On this basis a review of the draft SPD and IDP will be made. A final version is expected to be presented to Planning Committee for adoption by July 2016.

## APPENDICES

## Appendix 1

### Extract from the Local Plan - Figure 11: New Eastern Villages Inset Diagram (Indicative subject to detailed masterplan work)



## Appendix 2

### **Extract from the Local Plan - Policy NC3: New Eastern Villages including Rowborough and South Marston Village Expansion**

- a. Land to the East of the A419, as defined on the Policies Map, is allocated for a mixed-use development. The form of the development shall comprise a series of new-inter-connected distinct villages and an expanded South Marston Village defined by the network of green infrastructure corridors.
- b. The development shall provide:
  - A design led approach to housing density leading to an overall average density of 40 dwellings per hectare: comprising
    - About 6,000 dwellings at the New Eastern Villages (south of the A420),
    - About 1,500 dwellings at Rowborough (north of the A420), and
    - 500 dwellings at South Marston.
  - Affordable housing shall be provided at Rowborough and south of the A420 in accordance with Policy HA2. Separate proposals are made in Policy RA3 in relation to South Marston;
  - High quality public realm including outdoor civic space;
  - Sustainable transport links including:
    - walking and cycling network improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area;
    - an express bus network through the District Centre that connects the Eastern Villages to Swindon Town Centre as part of phase 1 of the development, which includes residential development north of the A420, the District Centre and the employment allocation;
    - additional public transport services to connect with Swindon and internally within the development;
    - an improved gateway junction at White Hart to manage additional demand and deliver high quality public realm;
    - improvements to the Oxford Road/Drakes Way and Covingham Road/Dorcan Way transport corridors;

- a green bridge across the A419 near Covingham Drive to provide for walking, cycling and public transport;
  - a new road link to Commonhead Roundabout;
  - a new road link under the Bristol to London railway line connecting the development north and south of Rowborough;
  - new and/or improved access to the A420 for proposed residential and employment uses;
  - a 1000 (3ha) space Park and Ride site; and
  - measures to minimise rat running through existing adjacent villages and east Swindon.
- 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;
  - sports and leisure facilities, including playing pitches, a leisure centre and a 25m swimming pool,
  - about 40 hectares net of employment land in total (B Class Uses) to be located south and east of the A420 and A419 respectively adjacent to White Hart Junction, in a form that complements the mixed-use District Centre, and safeguards its connection with the wider residential development in the Eastern Villages and distributed as follows:
    - 2.5 hectares within a B1a use-class to be located at and/or adjacent to the District Centre;
    - 7.5 hectares within B1b/c or B2 use-class; and
    - 30 hectares within B8 use-class.
  - about 12,000m<sup>2</sup> (gross) of retail floorspace including a high quality District Centre with a strong connectivity to the adjacent residential areas, comprising an anchor food store and complementary uses, and a network of Local Centres that offer retail provision of a scale that meets the daily shopping needs of the communities they serves, including the extension of South Marston.
  - education requirements comprising:
    - a minimum 8 forms of entry of secondary provision;

- a minimum of 8 forms of entry of primary provision with early learning facilities;
  - a site for a special school for children and young persons with profound, multiple and severe learning difficulties for ages 0-25;
  - measures to manage the demographic peak at primary and secondary schools;
- community facilities by the means of safeguarded land and/or developer contributions, including where appropriate, flexible, multi-purpose buildings for use by the community, the public sector and for worship at the District Centre, local centres and educational requirements;
  - a health care facility with GP, dentist and pharmacy at the District Centre;
  - safeguarded land for a fire station towards the southern part of the site; and
  - a sewage treatment works if required.
- c. the development will ensure:
- the landscape context and views to and from the North Wessex Downs AONB are respected, including potential off-site mitigation;
  - the risk of flooding from the development is minimised, both within the development and at existing neighbouring communities in accordance with Policy EN6;
  - biodiversity, including the River Cole Corridor and the River Cole Meadow County Wildlife Sites, is protected, integrated and enhanced; and
  - the historic environment, including the Scheduled Monument, Earls court Manor, Great Moorleaze Farm and other Listed Buildings are protected, acknowledged and enhanced.
- d. The route for the Wilts & Berks Canal as set out on the Policies Map will be safeguarded and protected from development.
- e. The character and identity of Wanborough, Bishopstone and Bourton will be protected by a principle of non-coalescence between the settlements. The land between the New Eastern Villages site boundary and the existing village shall remain part of the countryside. However, small scale development within this area, as defined on the

Policies Map, will be permitted where it retains or enhances the existing character of the countryside and:

- involves the re-use, conversion or extension of existing buildings at a scale appropriate to their location, in accordance with the criteria specified in Policy DE1; or
  - is an essential requirement directly related to the economic or social needs of the rural community.
- f. The character and identity of South Marston will be protected as set out in Policy RA3.



## **Appendix 3**

### **Extract from the Local Plan - Policy RA3: South Marston**

- Development at South Marston shall be in accordance with Policies SD1 and SD2 and must contribute towards the creation of an integrated village with a distinct rural and separate identity from Swindon and other settlements. Expansion of the village will be as part of the New Eastern Villages strategic allocation and through allocated brownfield opportunities, as shown on the Policies Map.
- Development at South Marston shall:
  - ensure it respects the character of the existing village by:
    - Providing housing at an average density of 30 dwellings per hectare; and
    - Providing affordable housing in accordance with Policy HA2, but at a proportion of no more than 20%.
  - provide community, recreation facilities and retail provision of an appropriate scale, as part of a village centre:
  - provide green infrastructure in accordance with Policy EN1 proportionate to the scale of expansion;
  - provide an extended recreation ground to include the field to the south-west of the current recreation ground with recreational facilities of an appropriate type and scale;
  - protect historic landscape features, archaeological assets and existing green infrastructure;
  - deliver primary school places within the village to meet the needs of an expanded South Marston;
  - provide a new road connection between Thornhill Road and Old Vicarage lane, within the limits of the expanded village and designed so that it does not form a bypass to the south of South Marston;
  - provide traffic management and sustainable transport measures to minimise the volume of traffic, including traffic passing through the village, and to reduce the impact on the village, in particular at Pound Corner;
  - ensure other development/redevelopment opportunities on existing (brownfield) sites in the west and north of the village

provide strong links with the village and make appropriate infrastructure contributions to mitigate their impact;

- provide mitigation measures to protect the village from flood risk;
  - realise opportunities to facilitate main drainage and utilities supply to existing properties that currently lack connections where possible.
- To ensure non-coalescence of South Marston with Swindon and the New Eastern Villages, the land between the expanded village and the railway to the south shall remain part of the countryside. Development within this area, as defined on the Policies Map, shall only be permitted where it retains or enhances the existing character of the countryside and:
- involves the re-use, conversion or extension of existing buildings at a scale appropriate to their location, in accordance with the criteria specified in Policy DE1; or
  - is an essential requirement directly related to the economic or social needs of the rural community.

## **Appendix 4**

### **Extract from Local Plan – Policy SD3: Managing Development**

- a. When considering development proposal, the Council will take a positive approach to reflect the presumption in favour of sustainable development. This means:
  - it will always work proactively and jointly with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure the development that improves the economic, social and environmental conditions, and promotes health and well-being, for those people living and working in Swindon Borough;
  - planning applications that are in accordance with the policies in this Local Plan (and the policies in the adopted neighbourhood plans) will be approved without delay, unless material conditions indicate otherwise;
  - where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:
    - any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
    - specific policies in that Framework indicate that development should be restricted.
- b. At all significant development areas;
  - following outline planning permission being granted, detailed design submissions including reserved matters applications should be guided by an overarching design approach that is set out in design codes and/or framework plans or appropriate alternative mechanism;
  - management strategies will be agreed to secure the long term maintenance of infrastructure prior to development; and
  - the production of Diversity Impact Assessments and Health Impact Assessments will be encouraged.

- c. for the Swindon Central Area a masterplan will be produced to give further guidance to development proposals to realise the aims of this Plan and the Swindon Central Area Action Plan.
- d. for the Strategic Allocations a tariff or model legal agreement will be developed to ensure timely delivery of infrastructure, maintenance and mitigation and fair and equitable contributions between phases.

## **Appendix 5**

### **Extract from Local Plan – Policy IN1: Infrastructure Provision**

a. In order to make a positive contribution to the sustainable growth in Swindon Borough, all development, including development adjacent to but outside the Swindon Borough boundary, shall where appropriate, and within the context of economic viability make provision to:

- 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 where appropriate;
- 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.