

Final Version

NEIGHBOURHOOD PLAN

for South Marston Village

MAKING SOUTH MARSTON A GREAT PLACE TO LIVE



May 2017

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MAKING SOUTH MARSTON A GREAT PLACE TO LIVE

INTRODUCTION

Under the **Swindon Local Plan 2026**, the urban extension of Swindon will be delivered through a number of strategic allocations including the New Eastern Villages, a concept which will result in delivery of the largest greenfield development in the UK. The Local Plan stresses that South Marston village, the only existing settlement directly within or adjacent to the new strategic housing area, must be developed as an expanded, integrated village, retaining its separate identity and character.

The following vision has been developed from the village consultations and the Policies of the Swindon Local Plan 2026.

1. Vision

1.1. South Marston will be a high quality, integrated village with an enhanced sense of community, activity and safety and with a design that builds on the existing character and features in a sustainable manner.

- Delivering an integrated development, not separate mass housing estates south of the village
- Retaining a rural identity for the expanded village through green infrastructure and separation from neighbouring communities
- Taking account of the current mix of housing types and tenure of the existing village whilst addressing future needs
- Giving safe road access onto the A420 with minimal delays
- Improving road safety for all
- Providing an attractive village centre to serve the whole community
- Fostering health and well-being and a sense of community for local people
- Creating rights of way on foot and by cycle taking us quickly and safely where we want to go.

1.2. **The Vision will be achieved by working with stakeholders and developers to implement the Policies in this Neighbourhood Plan which:**

- Sets out the overall vision and principles for the proposed development in South Marston
- Forms a part of the planning framework to guide the implementation of development
- Establishes development principles for South Marston that will deliver high quality design and a sustainable community
- Provides a catalyst for local people, stakeholders and service providers to express their aspirations for the site and adjoining areas
- Offers detail and clarity about the desired development outcomes.

2. Background

- 2.1. The village of South Marston is located close to the expanding town of Swindon and at a major route centre. It has been subject to significant development in recent decades and is now a focus for Swindon's eastern expansion.
- 2.2. In 2006 the Parish Council consulted with the village by way of public meetings and a questionnaire (85% response by household) and altered its policy from one of resisting major development to seeking to influence it.
- 2.3. Since that time the Parish Council has sought to engage constructively with developers and Swindon Borough Council (SBC) whilst consulting with and taking its lead from the community. This included setting up an Expansion Working Group comprising parish councillors and interested residents. The group took an active role in major consultation events in June 2012 with 153 attendees and in July 2013 with 192 attendees.
- 2.4. Both of these events informed the final drafts of the Local Plan and the preparation by SBC of draft Supplementary Planning Documents (SPDs) for the Eastern Villages and South Marston Village.
- 2.5. The Swindon Local Plan 2026 was adopted in March 2015 and sets out the overall development policies for the borough for this period. **Local Plan Policy NC3** provides for 8,000 houses in the strategic allocation called the New Eastern Villages on either side of the A420 and to the immediate south of South Marston village. **Local Plan Policy RA3** deals with the expansion of South Marston village, to include part of the New Eastern Villages allocation, other brownfield and infill development sites and the existing settlement.
- 2.6. As a result of discussions during the Swindon Local Plan Examination in Public in mid-2014, the Local Plan was modified to include certain

elements of the draft South Marston SPD and phasing of delivery of the New Eastern Villages. These changes reflected the strategic nature of the Local Plan.

- 2.7. In February 2015 the Parish Council noted that the draft South Marston SPD had not been adopted in full and resolved to prepare a Neighbourhood Plan (NP) drawing on the policies in the draft SPD. It also draws directly on community consultation carried out and reports prepared since 2006.

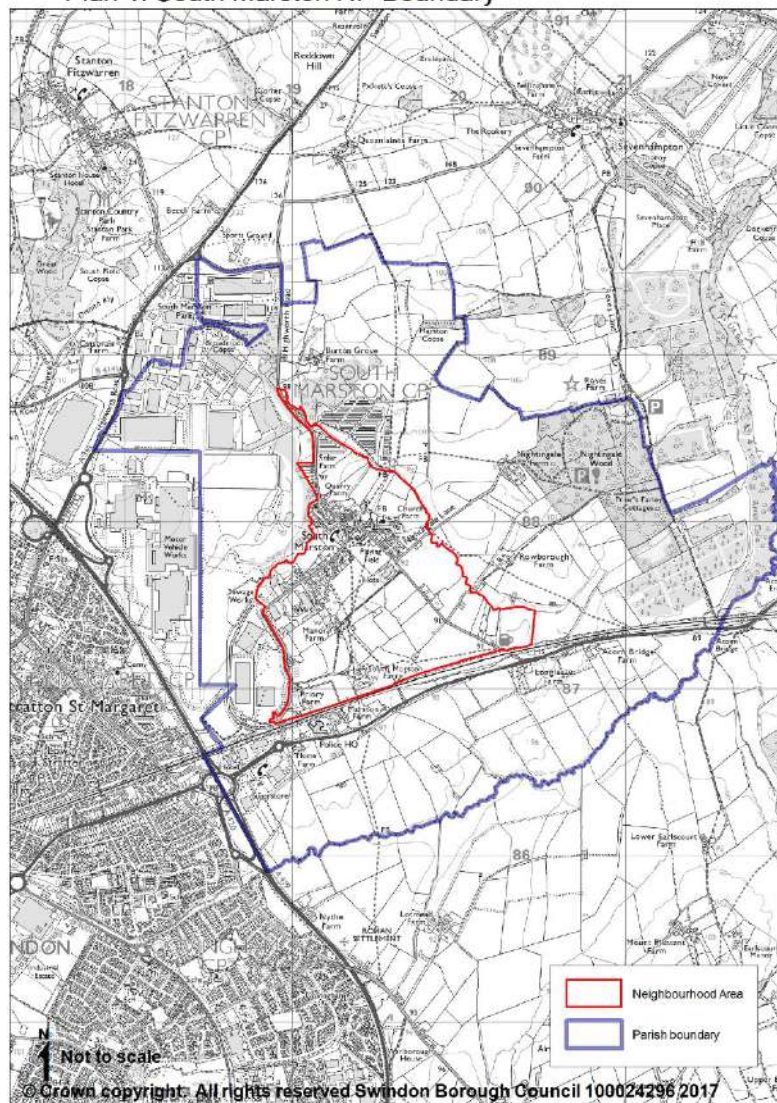
3. What this plan is about

- 3.1. The South Marston Neighbourhood Plan is a community-led Neighbourhood Development Plan complying with Part 5 of the Neighbourhood Planning (General) Regulations 2012. It will provide a detailed planning framework setting out the expectations and requirements of development within the village consistent with the Government's policies in the Localism Act 2011. The plan:
- has been produced in accordance with government planning guidance and the adopted Local Plan which sets out the strategic spatial policies for the borough on such matters as transport, green spaces, employment and housing
 - will take effect alongside the Swindon Local Plan in the period to 2026.
 - addresses existing traffic, land use and community issues which will be significantly altered by new development
 - contains planning policies that will build on the Local Plan's policies and in particular **NC3** and **RA3** with the aim of creating an integrated, sustainable and attractive South Marston village
 - complies with the basic conditions set out in Paragraph 8, Schedule 4B of the Town and Country Planning Act 1990.
- 3.2. This NP does not seek to re-examine the principle of growth of South Marston village or question the broad direction of that growth. The scale of growth identified for the New Eastern Villages and for South Marston village has been determined by the Local Plan. However, the Swindon **Local Plan Policy RA3** acknowledged that this growth requires an integrated design.
- 3.3. Plans for growth must also balance scheme viability with the delivery of a safe and attractive settlement that is properly supported by new facilities and infrastructure for both existing and future residents, based on sound planning principles.
- 3.4. The area covered by the NP is shown on Plan 1 and covers that part of South Marston Parish which most closely relates to the village. It is roughly triangular in shape with its boundaries defined by the London –

Bristol railway line to the south, South Marston Brook to the east and the boundary of the Honda and Keypoint industrial sites to the north and west.

- 3.5. The adjacent employment sites at Keypoint and Honda are covered by separate SBC Local Development Orders.
- 3.6. The area is the same as that previously covered by the draft South Marston SPD and includes:
 - the existing village
 - brownfield land to the west of the village
 - land allocated as part of the proposed Eastern Villages strategic development to the north of the railway
 - the northeast hinterland to the village.
- 3.7. An application for the designation of a Neighbourhood Plan Area was submitted in February 2015 and designation was confirmed by SBC on 4th June 2015.

Plan 1: South Marston NP Boundary



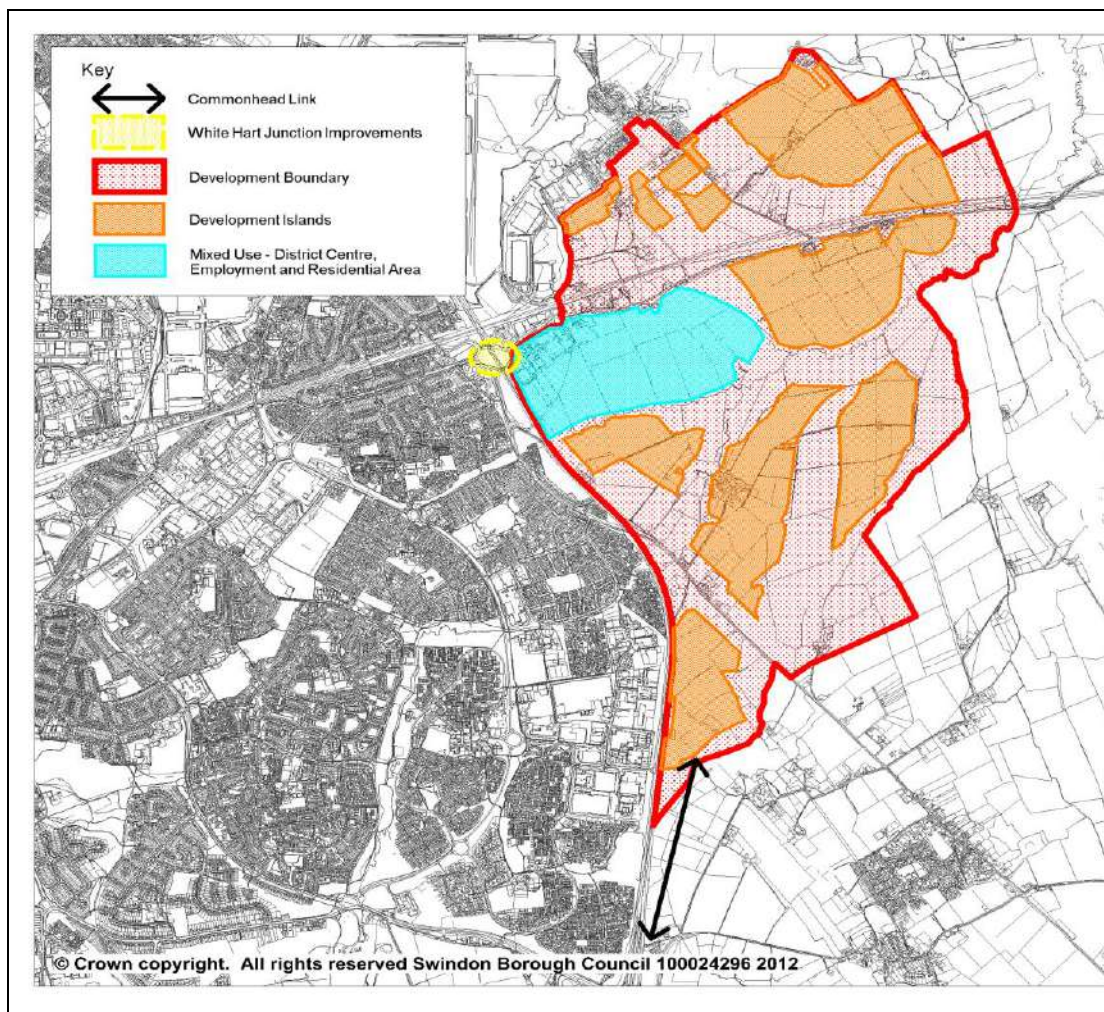
POLICY CONTEXT

4. Planning Policy

- 4.1. The NP complies with national planning policy. The National Planning Policy Framework requires Local Plans to provide for sustainable growth whilst protecting the natural environment and heritage assets. Housing provision and affordable housing in the Neighbourhood Plan area have been determined through Local Plan policies. The strategic allocation at South Marston Village is 500 houses on greenfield land, with a further 140 houses located on brownfield land.
- 4.2. Local Plan Policy NC3 ([Appendix 1](#)) identifies a mixed-use urban extension of about 8,000 new homes with associated retail, employment, education and leisure uses to the east of Swindon either side of the A420 (including at Rowborough and South Marston). It identifies the key principles required to support development, infrastructure requirements, constraints that need to be respected and / or mitigated and delivery mechanisms.

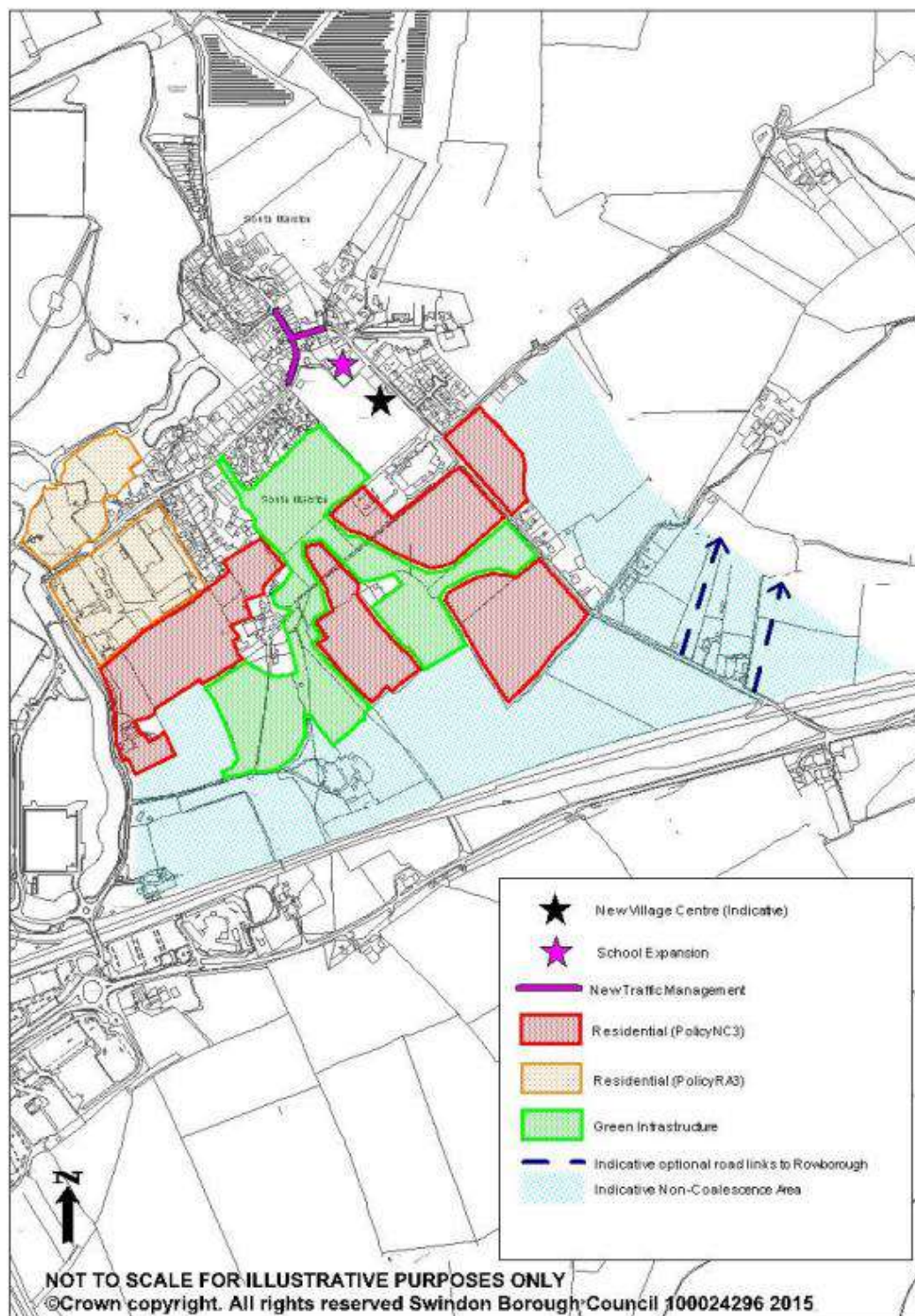
PLAN 2: PROPOSED EASTERN VILLAGES INSET DIAGRAM

Source: Swindon Borough Local Plan 2016-2026



- 4.3. Of particular relevance for this NP is Local Plan Policy RA3 ([Appendix 2](#)), which sets out policies to govern development at South Marston village and establishes the policy framework for the Neighbourhood Plan area.

Plan 3: Local Plan Policy RA3 South Marston Inset Map Figure 14



- 4.4. In 2016 and 2017, following extensive consultation, Swindon Borough Council adopted a suite of Supplementary Planning Documents focused on the New Eastern Villages expansion of Swindon. These draw on and supplement this draft Neighbourhood Plan and have significant relevance for planning applications as they come forward. These are:
- New Eastern Villages (NEV) Planning Obligations Supplementary Planning Document (SPD) (2016)
 - Sustainable Drainage Systems (SuDS) Vision for the New Eastern Villages (NEV) Supplementary Planning Document (SPD) (2017)
 - New Eastern Villages (NEV) Framework Travel Plan Supplementary Planning Document (SPD) (2016)
 - New Eastern Villages (NEV) Green Infrastructure (GI) Strategy draft Supplementary Planning Document (SPD)
 - New Eastern Villages (NEV) Island Bridge Vision draft Supplementary Planning Document (SPD)

5. Neighbourhood Plan Regulations

- 5.1. This Neighbourhood Plan has been produced in conformity with the Swindon Local Plan, in particular policies SD2, NC3 and RA3.
- 5.2. The plan has been assessed for its **Diversity Impact** (including health impact), and has been screened by Swindon Borough Council who state that a Strategic Environmental Assessment and Habitat Regulations Assessment are not required
- 5.3. To be in conformity with the National Planning Policy Framework, the heritage of South Marston has been explored.

Our Village

This section provides background about the South Marston plan area, including the built and natural environment, transport links and social demographic information. Data is based on the 2011 Census unless otherwise stated.

6. Village Access to Services

- 6.1. South Marston village is located to the north east of the Swindon urban area which provides all major services. The village is separated from the urban area by the A419 trunk road. The most direct access to the Swindon urban area is via the A420 running parallel to, and south of the railway line. These roads and railway create physical barriers to entering and leaving the village area and impede direct access to the planned development of the District Centre for the new Eastern Villages south of the A420.
- 6.2. Whilst parts of the parish are still rural, the major employment areas of the Honda works, South Marston Park Industrial Estate and Keypoint have been developed on land immediately to the west of Thornhill Road and Highworth Road adjacent to the plan area. All are easily accessible from the village.
- 6.3. There is retail provision at Gablecross roundabout on the A420 consisting of a major superstore and small retail park at St Margaret's Park which lies adjacent to the plan area.
- 6.4. The South Marston Church of England Primary School in the village provides education for children up to age 11 and will be expanded to accommodate future demand derived from the village expansion. Children currently use vehicle transport to reach a number of different secondary schools.
- 6.5. There is currently no provision for health services in the village area – residents travel into Swindon, Highworth to the north or to Shrivenham to the east.
- 6.6. St Mary Magdalene Church in the village is part of the Stratton Church of England Team Ministry.
- 6.7. In assessing future provision of facilities, it is essential to consider the services that will eventually be provided south of the A420 at the new District Centre as well as complementary village facilities in the new Rowborough village to the east. Given the planning history of land within the neighbourhood area, it is anticipated that the expansion of South Marston will happen at an early stage compared with the remainder of the Eastern Villages. It is therefore likely that some of these additional services outside the neighbourhood area will take longer to come on stream. It will be all the more important that adequate infrastructure is in place at an early stage to match the completion timescale of housing in South Marston.

7. Village Recreation Facilities

- 7.1. A village hall serves the village, but will be inadequate for the future, having no parking and being too small to cope with the larger local population. The Village Hall Charity receives a grant of £2,000 p.a. from the Parish Council to ensure it remains viable.
- 7.2. The current Parish Council-owned Recreation Ground provides sports pitches and recreational space.
- 7.3. The northern section currently has a fenced toddler area with safety surface, play equipment and a kick about area with informal fixtures for football and basketball for the under 12s and a youth football pitch. This is also marked as a 9-a-side pitch. The southern section has a full size adult football pitch. In addition there is an artificial cricket wicket. These are served by a block built shower and equipment building attached to a semi-permanent prefabricated building used for changing rooms. There is no village football team, but the pitch is hired to 2 external men's teams and the facilities are extensively used by the local ladies club, who assist with maintenance. The cricket pitch is rarely used.
- 7.4. Further club-owned sports pitches and sports facilities are available within 1 mile north of the village.
- 7.5. There are two pubs in the plan area.

8. Housing types

- 8.1. The existing residential stock of about 315 properties includes pre, inter and post war housing with two developments of originally local authority housing (the council housing/housing association stock is currently 42 homes). 192 households live in detached accommodation, 58% of all households compared with 21% of households across Swindon.
- 8.2. Over half of the population live within small estate developments, built since the 1970s. These cul-de-sacs are accessed off the two main through roads of Highworth Road/Thornhill Road and Old Vicarage Lane which form the "backbone" of the village and meet at Pound Corner. Earlier residential development largely consists of individual properties built as ribbon development alongside the village roads with some of the oldest properties located in the centre of the village at Pound Corner and close to the church.
- 8.3. The existence of two low grade employment areas, Crown Timber (approximately 2.1 hectares) and Thornhill Industrial Estate (approximately 5.3 hectares), at the western end of the village, create a number of conflicts and neither enhances the character and appearance of the village. Applications for planning consent for residential development have been submitted and SBC officers have indicated that they will seek

to assist, where relevant, in the relocation of existing commercial operations to more appropriate locations in order to facilitate this development. This work, if required, will be supported by partners at Forward Swindon Limited.

- 8.4. This NP does not make allocations of housing beyond what has been determined by the Local Plan. The concept of development on the indicative map attached to **Local Plan Policy RA3** considered local physical and environmental constraints and opportunities. It was the outcome of multiple village consultations up to 2011 through which local residents refined a vision of how expansion should take place. It is also broadly consistent with emerging planning applications made by developers for New Eastern Villages and other development land.

9. Natural Environment

- 9.1. The topography of the village and its immediate surroundings is generally flat and land to the east and south lies within the Local Landscape Character Protection Area known as the Midvale Ridge.
- 9.2. The plan area includes undeveloped land to the north, east and south of the village, as well as the formal Recreation Ground in the centre of the village. Nearly all of the open land is in agricultural use with a significant sweep of it to the north and northeast of the village falling within the Environment Agency Indicative Area of Flood Risk. Most of the land to the south of the village lies within the designated New Eastern Villages strategic allocation area in the Local Plan.
- 9.3. South Marston also benefits from a number of Community Forest initiatives which contribute to its character. Oxleaze Wood, to the southwest of the village and St. Julian's Woodland, north of Thornhill Road are recently planted community woodlands. Nightingale Wood lies to the east, outside the plan area, and provides additional local Community Forest woodland.
- 9.4. South Marston Brook and its environs constitute significant landscape and biodiversity features.
- 9.5. The area sits on impervious clay and is prone to surface water and fluvial flooding.

10. The History of South Marston

- 10.1. Recent archaeological investigations in preparation for planning applications have been undertaken by developers. Within the plan area, sites of archaeological interest were identified in the fields south and west of Manor Farm and south of Nightingale Lane.
- 10.2. Originally an early medieval village, South Marston later comprised a small nucleated settlement and outlying farmsteads. There is a sprinkling of

listed buildings, including the medieval church of Saint Mary Magdalene and the 17th century Church Farmhouse.

- 10.3. Some of the buildings on Thornhill Industrial Estate have World War II heritage interest. Aircraft were assembled and flown out via the now defunct airfield on what is now the Honda UK Manufacturing site to the west and north of the plan area.
- 10.4. Its recent history has been heavily influenced by its close relationship with a rapidly expanding Swindon. The village does not have Conservation Area status but it is a place with its own character as a linear settlement centred on the T junction of Pound Corner.

11. The Economy of South Marston

- 11.1. Historically dairy farming was the predominant source of local employment. This has ceased and the fields are now used for peripheral purposes such as turf production and livery pasture.
- 11.2. South Marston's economy is now driven by a combination of proximity to manufacturing and office employment sites and to the strategic road network. A number of extensive warehouse sites have recently been developed next to the plan area, although these provide relatively few jobs for their size. The close proximity to employment opportunities is reflected in the distance that South Marston's working population travel to their place of work, with 22% travelling between 2km and 5km, and 32% travelling within 5km and 10km (2001 Census).
- 11.3. The Local Plan Policy EC2 identifies Keypoint Estate, South Marston Airfield (Honda) and South Marston Park as key employment sites. These lie immediately west and north of the plan area. New employment sites are identified within the New Eastern Villages south of the A420 in **Local Plan Policy NC3** which will be within walking/cycling distance of South Marston village.
- 11.4. The Police Headquarters, retail outlets at St Margaret's Park and superstores at Gablecross roundabout will continue to provide local employment opportunities within South Marston Parish.
- 11.5. There are currently few employers within the village itself. The Crown Timber site is now unused and many of the buildings on the Thornhill Industrial Estate have seen better days. The redevelopment of these sites is supported by the village. The pubs provide some employment for catering and support staff and the school is also a local employer. However, in 2011, 40 people worked from home (6%), twice the Borough and national average. A South Marston Enterprise Group is active in the village and its members have been consulted in the development of this Neighbourhood Plan.

12. Transport and Communication Links

- 12.1. The village is accessed by three roads that meet at Pound Corner in the centre of the existing village:
- Highworth Road, linking north east to the A361 and the settlement of Highworth
 - Thornhill Road, linking south west to the A420 via the Keypoint and Gablecross roundabouts and thence to the Sainsbury's retail store, the A419 and Swindon
 - Old Vicarage Lane to the south to the A420 via the Carpenters Arms junction.
- 12.2. The JMP Report Swindon EDA - South Marston SPD Transport & Traffic demonstrates the particular importance to the village of the Gablecross access onto the A420.
- 12.3. The Highworth Road/Old Vicarage Lane/Thornhill Road routes are used as "rat runs". The alignment and relative narrowness of these roads create points of potential pedestrian and vehicular conflict, particularly at Pound Corner which is a significant pedestrian crossing route during school opening and closing times.
- 12.4. The local Stagecoach bus service through the village running between Swindon and Oxford has recently been withdrawn. The nearest regular public bus service now runs along the A420 a mile distant from the centre of the village.
- 12.5. South Marston has a reasonable network of public footpaths and bridleways, in particular routes to the west and east of the village that lead out from the village into open countryside, including to Nightingale Wood and Oxleaze Wood where there is wider public access. A number of these routes are also used as vehicular access to farmsteads and isolated properties or are continuations of narrow lanes, such as Nightingale Lane and Rowborough Lane. There is an inadequate and incomplete network of footpaths and bridleways that are suitably surfaced for people with disabilities, and those with prams and buggies. There is currently no direct cycleway link to access the wider cycleway network into Swindon and surrounding areas.

13. Social Demography

- 13.1. The most recent National Census data (2011), and Office for National Statistics mid-year estimates, indicate that South Marston Parish has a population of about 835. Of the total population, 135 (16.4%) are children, making up a smaller proportion than across Swindon (19.7%), while 130 (15.8%) are people of pensionable age, making up a larger proportion than across Swindon (13.8%).

- 13.2. 65 people are employed as managers and senior officials, 13.6% of the population, compared with 9.4% of people across Swindon. 35 are employed in elementary occupations, 9.2% of the population, compared with 13.2% of people across Swindon.
- 13.3. In 2011, 60% of households in the village had 2 or more cars, compared with 34% for the borough as a whole.
- 13.4. The village, compared with the borough as a whole, does not experience high levels of social and economic problems, and has above average educational attainment, health, employment and skills levels. Antisocial behaviour and petty crime are rare.

THE NEIGHBOURHOOD PLAN

PROPOSALS

This section covers the Neighbourhood Plan policy proposals for South Marston, identified by the abbreviation NP. These are consistent with the Swindon Local Plan Policies, technical work undertaken and extensive community involvement in formulating aspirations for the future development of the village.

14. An Expanded, Integrated Village

- 14.1. The Local Plan specifies expansion of South Marston Village. **Policies RA3** and **NC3** state that this expansion must ‘*contribute towards the creation of an integrated village with a distinct rural and separate identity*’. Policies SD1 and DE1 promote the development of sustainable communities by reference to their layout, form, function and the quality of the design.

NP POLICY 1 – INTEGRATED DEVELOPMENT *Development at South Marston Village will deliver a coherent village structure based around a central village area with strong connectivity achieved through its network of streets, cycleways and footpaths. All developments will be built to a common set of design principles as outlined in the Local Plan and expanded upon in this Neighbourhood Plan.*

- 14.2. Development must adhere to a coherent plan to ensure the delivery of community facilities essential to serve the expanded community which includes the existing housing, potential brownfield development, windfall sites and the strategic allocation under the New Eastern Villages proposals. A piecemeal approach would lead to inappropriate layouts, densities and design on individual sites that would be contrary to the comprehensive approach required by Local Plan Policies **RA3**, SD1 and DE1.
- 14.3. As development areas are likely to be developed separately, a co-operative design approach must be followed, especially where areas are adjacent, in order to maximise the opportunity for connectivity in the network of streets, cycle and footways in line with the Policies in this Neighbourhood Plan.
- 14.4. A well planned network of streets, cycle and footways in accordance with the Manual for Streets’ principles will encourage villagers to access a well-designed Village Centre in line with Local Plan Policy RA3.

- 14.5. NP Policy 2 addresses how this should happen. NP Policy 3 addresses the development of the Village Centre itself, whilst the village road network is covered by NP Policies 4 to 7 and footpaths and cycleway network by NP Policy 8.

15. Design

- 15.1. Local Plan Policy DE1 requires high quality of design. Paras 4.5 and 5.139 set out how this will be brought about generally and for South Marston in particular.

Local Plan Policy RA3 provides that development at South Marston shall respect the character of the existing village: The density should be no more than 30 dwellings to the hectare on average, including no more than 20% affordable housing.

NP POLICY 2 – DESIGN All development in South Marston should be designed in accordance with the Neighbourhood Plan Policies and the criteria listed in [Appendix 3](#).

It will be a condition of any outline planning consent for residential or mixed use development on the principal brownfield and greenfield sites that a Design Code(s) or framework plan or appropriate alternative mechanisms shall be submitted to, and approved in writing by the Borough Council prior to the approval of any reserved matters applications for such uses. The Design Code(s) or appropriate alternative will be subject to community consultation and be assessed for conformity with Local Plan and Neighbourhood Plan policies and principles.

The Design Code(s)¹ or appropriate alternative shall reflect and be in broad accordance with the illustrative masterplan(s) that is approved as part of any outline planning permission.

For other development applications (fewer than 10 dwellings), design or development briefs should be developed in accordance with the Neighbourhood Plan policies and the criteria listed in [Appendix 3](#).

- 15.2. No allocations of housing are being made in this Neighbourhood Plan. However, in the light of the provision in **Local Plan Policy RA3** and the current planning applications, we are including a policy that acknowledges that housing should be developed in a way that is well-planned and respects the concepts agreed by the village. Once outline permission is granted, it is thought that multiple construction companies will be

¹ A Design Code is a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or a design and development framework for a site or area.

developing individual housing parcels across the area throughout the plan period.

- 15.3. The Expansion Working Group, set up to undertake local consultation in the village, explored whether a 'typical' village character existed in architecture or design. Whereas there were different architectural features that might be used in the farmhouses and agricultural buildings, they concluded that there was no dominant style. However, the area around Pound Corner was felt to best represent the character of the central village area.
- 15.4. Swindon Borough Council has prepared a draft Residential Design Guide Supplementary Planning Document, published for consultation in August 2015, which, when adopted, should provide additional guidance for good design within the expanded South Marston.
- 15.5. The design of housing, its architecture and layout in accordance with this Policy and Swindon Borough Council policies will all contribute to retaining the character of the village and creating a cohesive and vibrant community.

16. Village Centre and Community Facilities

- 16.1. The **Local Plan Policy RA3** requires that development at South Marston shall 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' and

'community, recreation and retail provision of an appropriate scale, as part of a village centre'.

- 16.2. The Local Plan states (para 5.71) that within the Eastern Villages, there will be:

- *'an eight form entry primary school provision as well as the expansion of the existing primary school at South Marston'.*

- 16.3. Local Plan Policy CM4 requires that proposals for new or extended community facilities will be supported, particularly where

- The site is located within or adjacent to existing settlements
- It is accessible for all members of the community
- If possible, they can be co-located with other community uses.

- 16.4. The NEV Planning Obligations SPD specifies the scale of developer contributions to be provided towards achieving the proposed village centre facilities.

NP POLICY 3 – VILLAGE CENTRE *The field to the south west of the current recreation ground as shown on Plan 4 will be designated as public open space. This, together with the existing Recreation Ground and school will provide an attractive 'Village Centre' for the recreation, education and enjoyment of village residents. It will be environmentally attractive with community facilities to include the following:*

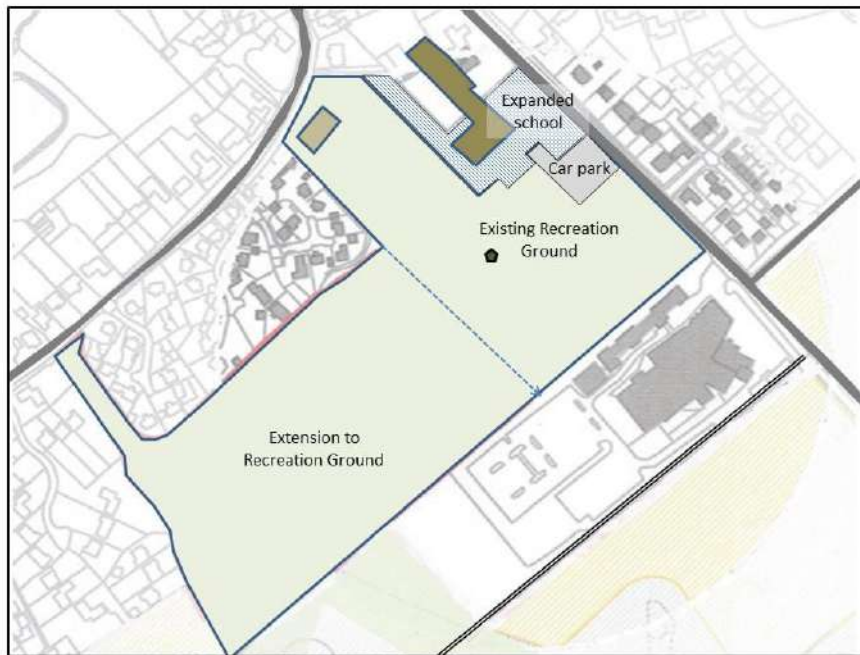
- a new village hall and car parking*
- community sports pitches and a new sports pavilion*
- a tarmac surfaced Multi-Use Games Area (MUGA)*
- additional open space for informal play and outdoor recreational facilities suitable for all age groups and physical abilities*
- a retail outlet at or adjacent to the new village hall to meet day to day retail needs*
- landscaped areas and views out, particularly towards the Downs and Church to encourage walking and general leisure uses.*

A single 1.5 form entry primary school based on extending the current site in the Village Centre is the preferred option to serve the expanded village. Alternative education provision relating to new housing development will only be allowed if all other options for a single primary school have been demonstrated to be undeliverable to the satisfaction of the planning authority.

The location and layout of the Village Centre will encourage access on foot/by cycle and minimise traffic on Old Vicarage Lane.

The area should be transferred to Parish Council ownership to manage and maintain as an attractive location for the benefit of all village residents.

Plan 4: The expanded public open space in the new Village Centre



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- 16.5. Preparatory work on School Place Planning by Swindon Borough Council has been done to meet the requirements in the Local Plan. Decisions on the location of the school involve land ownership and finance considerations. The barrier to providing an entirely new school at a new location is the lack of funding to rebuild the existing school facilities. An alternative is for the new development to be served by a new 1 form entry Free School to be located within the expanded village, leaving the existing school in place. The Parish Council believe that if two schools were provided, neither would meet government guidance *'In order to provide a sustainable broad and balanced curriculum, there is a presumption that primary schools should have a minimum of two forms of entry of 30 pupils'* (DfE guidance 2016)². Policy NP3 supports the expansion of the existing South Marston Church of England Primary School to deliver the single school for South Marston, but allows for the alternative provision if it is determined by the Local Planning Authority that the preferred option cannot be pursued.
- 16.6. Negotiations indicate that a single school site for South Marston is deliverable at the Village Centre with the support and agreement of the school (now an Academy), school governors, SBC, the developers and the Parish Council. The project has been agreed by SBC and will be achieved by expanding the current school site onto part of the existing Recreation Ground owned by the Parish Council to deliver a 1.5 form entry school in the Village Centre. This has been calibrated on the basis of serving the

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https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/501328/Free_school__p_resumption_guidance_18_february.pdf

expanded South Marston population. The blue hatched area on Plan 4 indicates the approximate area required for one possible plan for the expanded school site. However, the exact line of the boundary has yet to be agreed with the Parish Council and the design will take into account the priority issues raised by the community which include minimising traffic volumes on existing village roads.

- 16.7. The Parish Council will require suitable compensatory land transferred to its ownership to maintain and manage adequate recreation provision for the village. The Local Planning Authority will secure the transfer of the field behind Bell Gardens through legal agreement(s) as part of the development management process. In addition, the Parish Council will licence a separate area of the Recreation Ground for use by the school to ensure adequate outdoor play/pitch space but this will remain parish-owned unfenced land and be available for the enjoyment of residents when not in use by the school. Arrangements for safety, supervision and maintenance of the licenced areas will be agreed as part of the licence agreement with the school.
- 16.8. Consultations with the community confirmed that it wishes to remain in control of local facilities designed for public use by local residents. Combining ownership of the existing and extended Open Space provision is sensible.
- 16.9. The central open space will also play an important role in securing off-road cycleways throughout the expanded village.
- 16.10. The existing Village Hall is located close to Pound Corner, is small and occupies a restricted site with no parking. New facilities fit for the expanded community are required and the current Village Hall will become redundant. Consultation with the trustees of the Village Hall Charity confirmed that in the absence of a viable proposal for its future use, there is strong support for retaining the current building for its heritage value whilst enabling its conversion for housing.
- 16.11. The new Village Hall will be able to support recreational, health and work/life balance uses, to include a badminton size hall, meeting room and playgroup facility. The building should include new changing rooms, showers and appropriate sports and maintenance equipment storage areas to replace the current mobile facility.
- 16.12. It is proposed that the new Village Centre will have a one junior 7-a-side pitch adjacent to the school, one adult 100mx64m pitch and one youth football pitch, in addition to a cricket pitch.
- 16.13. South Marston will require additional allotment provision to serve the expanded village. The current allotments lie towards the north of the plan area with insufficient scope for expansion. New allotments with secure equipment storage need to be provided within the areas of green infrastructure identified in this plan, depending on developer proposals for land use and access.

- 16.14. **Local Plan Policy RA3** allows for space for retail provision at the new village hall. Whilst the proximity of retail units and food superstore at Gablecross roundabout may affect the viability of a commercial retail unit, the community is keen instead to have a community-owned retail outlet which sells everyday foodstuffs and newspapers with a café that will provide a community hub and support events on the Recreation Ground.
- 16.15. Options for the Village Centre layout and the access strategy for the new Village Hall have been explored and found to be dependent on the road networks likely to come forward with several of the development parcels within the Eastern Village allocation south of the existing village. No indicative locations or details have therefore been included in this Neighbourhood Plan, but proposals have already been initiated to work with the community, with the local planning authority and with developers to secure the most appropriate design and layout.
- 16.16. Finance for the construction of the facilities will come from a mix of sources, including proportionate contributions from Section 106 agreements with developers of land within the strategic allocation in the neighbourhood area.

17. Highways

17.1. Local journeys:

- 17.2. Local Plan Policy CM2 provides that “Active, healthy and safe lifestyles will be enabled by.. increasing opportunities to walk and cycle and encouraging more sustainable travel choices”.
- 17.3. This theme is expanded in models suggested in the work commissioned by the Parish Council from New Masterplanning and Peter Sandover Associates and tested at their respective consultation events. Both concluded that the elements of the expanded community should be linked by an integrated network of streets and cycle/foot ways that directly serve housing development. These should encourage journeys within the expanded village and to the other New Eastern Villages to be made on foot or bicycle rather than by car. This will require appropriate design of an integrated network of footpath and cycle routes as well as measures to make roads and streets feel safe for all users. Such a policy is in line with the Vision’s aspiration (1.1) of fostering health and well-being and a sense of community for local people.
- 17.4. During consultation, huge concern was expressed that traffic volumes and speeds generally, and at Pound Corner in particular, should be minimised. Presently the school travel plan does not recommend cycling because of the perceived dangers. The street plan must be designed to minimise the increase in traffic flow on existing village roads as a result of the development.

17.5. External Connections:

- 17.6. The Local Plan does not include additional employment areas either within the plan area or the areas to the north and east other than those associated with new community facilities. However, new employment opportunities will be available in the New Eastern Villages south of the A420. A new access will be delivered in the vicinity of Acorn Bridge to serve the new community at Rowborough, However, no additional junctions will be provided along the A420 to reduce vehicle congestion for traffic originating from South Marston at the two existing gateways to the A420 at Keypoint/Gablecross and the junction close to the Carpenters Arms. The success of South Marston as a settlement relies on ease of access onto the A420 and adequate connectivity with the A419 and Swindon’s urban and industrial areas. During consultation, great concern was expressed that access onto the A420/A419 be kept as free as possible from congestion and particularly during peak travel times.
- 17.7. The following Highways policies have been designed to reflect the importance of an integrated and comprehensive network of roads, footpaths and cycleways in creating a sustainable future for South Marston. It is clear that a shift from car to sustainable modes of transport will also rely on a road network that minimises the potential for vehicle traffic travelling through the Plan area from outside its boundaries.

Prioritising public transport provision through the village will support that aim. Taken together, the Highways policies in this plan aim to ensure sustainable travel behaviour is encouraged from the outset of the development.

- 17.8. The outcomes of the JMP traffic studies, commissioned at the Parish Council's request by Swindon Borough Council provide justification for the proposals in Policies 4 to 7.

18. The Road Network

- 18.1. **Local Plan Policy NC3** defines road improvements required along the A420 to cope with all New Eastern Villages development. It notes the requirement for *'measures to remove rat-running through existing and adjacent villages in East Swindon'*.

- 18.2. **Local Plan Policy RA3** includes the following:

'Development at South Marston.....must contribute towards the creation of an integrated village'

and

'Development at South Marston shall'....:

- 'Provide a new road connection between Thornhill Road and Old Vicarage Lane within the limits of an expanded village so that it does not form a bypass to 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'.*

- 18.3. The Swindon Borough Council Residential Guide was published in 2016. It expands on the need for road networks to take account of connectivity, legibility and permeability, all of which are fundamental to this plan's policies on the village road network.

NP POLICY 4 – HIGHWAY NETWORK *A comprehensive movement framework will be delivered in line with 'Manual for Streets' principles which offers a range of options for short and longer distance journeys in particular to support walking and cycling. Large cul-de-sacs and ribbon development will be discouraged as neither provides connectivity and accessibility within the village envelope.*

Streets should be designed to enable ease of movement without compromising pedestrian, cyclist and equestrian safety. The importance of streets as spaces for social interaction and in supporting place-making objectives will be addressed within planning applications.

The streets will complement and enhance the public realm, green infrastructure and footpath network so that they contribute to the rural and social character of the expanded village.

- 18.4. Following extensive support in consultation events, to include 2012 and 2013, the village aspires to a 20 mph zone centred on Pound Corner, extending more widely in line with the JMP report Part 1 and extended to include appropriate junctions and all internal streets as development proceeds.
- 18.5. The village further aspires to all roads within the neighbourhood area being subject to a 30 mph speed limit or less to provide for the safety of pedestrians and cyclists and to enable priority to be given to the strategic cycleways in accordance with Policy 8.

NP POLICY 5 – ACCESS ONTO THE A420 *Development proposals will be supported by Transport Assessments and Travel Plans which demonstrate that car journeys will be minimised where possible and junction improvements will be delivered to ensure journey time reliability is maintained onto the A420. The highway network should facilitate appropriate access for traffic travelling to and from South Marston at peak times.*

- 18.6. As noted above, the success of South Marston as a settlement relies on ease of access onto the A420 with adequate connectivity with the Eastern Villages south of the A420 and the Swindon urban area. It is vital that the A420 itself does not become overly congested. SBC and Highways England have been working in partnership to ensure that a comprehensive programme of highway improvements is achieved along the A419 and A420 corridors.
- 18.7. Nevertheless, the local community remains concerned about the ability to provide sufficient capacity along the A420 and Oxford Road and their junctions to enable ease of access from the village, as evidenced by the responses to the pre-submission draft consultation. The community must be given opportunities to understand and contribute to the ‘master plan’ for the improvements along the A420 corridor as soon as this becomes available.
- 18.8. In the meantime, the village supports the Local Plan proposals for improvement of the junctions at Old Vicarage Lane and Keypoint/Gablecross that address the problems identified in the JMP evidence base.
- 18.9. The village also supports the Local Plan proposals to improve the A420/A419 White Hart junction, the Nythe Road/Oxford Road junction and the Greenbridge roundabout and a “green bridge” from the Eastern Villages over the A419.

NP POLICY 6 – CONNECTIVITY AND PERMEABILITY *A new road connection between Old Vicarage Lane and Thornhill Road will be part of the street network and serve the new housing areas. The vehicular network will allow for all new strategic housing allocations between Old Vicarage Lane and Thornhill Road to be able to access the new Village Centre without using existing village roads.*

18.10. To implement the requirements of **Local Plan Policy RA3** set out at 18.2, this policy expands upon the alignment and nature of the link street between Thornhill Road and Old Vicarage Lane and its connections to the new Village Centre.

18.11. This street will relieve pressure on Pound Corner, which is an inadequate T junction with limited room for improvement. Without the proposed connections, there is likely to be increased traffic on existing village roads and in particular at Pound Corner. This would be contrary to Local Plan policy and the strong and continuing concerns of the community, as evidenced by recent consultation submissions.

18.12. Further, this policy proposes connections to :

- contribute towards the creation of an integrated village
- deliver legibility through clear and logical connections from the Village Centre and development areas to the A420 junctions
- avoid creating a potential rat-run route for Rowborough traffic to reach Keypoint/Gablecross as an alternative to using the A420
- provide a route of choice for vehicles travelling from Swindon and Stratton to the Village Centre and school rather than using Pound Corner or Old Vicarage Lane
- avoid impeding access across the strategic footpath/cycleway to the secondary school and southern New Eastern Villages
- avoid creating a hard edge to the settlement or visually intrude into the anti-coalescence land area between the expanded village and the railway line.

18.13. Recent negotiations with Swindon Borough Council and developers have led to an agreed approach to delivering a road connection crossing Bridleway 4 which currently separates the majority of the new strategic housing land from the Village Centre. This is a key element in meeting the aspirations outlined in 18.12. The wording of Policy NP6 allows for alternative, less direct road connection with the Village Centre should barriers arise that prevent delivery of the crossing of the bridleway as planned.

NP POLICY 7 - ROWBOROUGH TRAFFIC: *In addition to a primary access to the A420 for Rowborough at Acorn Bridge, a main access will connect the new village of Rowborough with Old Vicarage Lane to enable traffic to join the A420 at the Carpenters Arms junction. It shall be designed in such a way that it discourages traffic from Rowborough using the existing and proposed road network across South Marston Neighbourhood Plan Area as an alternative route to the A420. Should an additional access be required onto Old Vicarage Lane, this would be designed to avoid rat-running through South Marston village. No new development shall be served from Nightingale Lane or Rowborough Lane and traffic measures will be implemented to deter extraneous traffic from using these routes.*

- 18.14. To further emphasise the importance of avoidance of rat-running, the primary access onto the A420 for Rowborough will be south east of Rowborough towards Acorn Bridge, via a new link under the railway line as specified in Local Plan Policy NC3. A secondary access will be onto Old Vicarage Lane to join the A420 via the existing railway tunnel. Traffic control measures will be introduced to manage the flow of traffic where the road narrows as it runs beneath the railway and to ensure safe exit onto the A420. Should a second access from Rowborough onto Old Vicarage Lane be required, this will be designed to avoid rat-running through South Marston village.
- 18.15. Nightingale and Rowborough Lanes are single lane roads in the anti-coalescence buffer between South Marston and Rowborough and lead only to footpath and bridleway connections in the Nightingale Wood area. The lack of footways on what will be important recreational routes for cycling and walking within the Eastern Villages would be adversely impacted by additional vehicle traffic. Their rural appearance and amenity should be retained and enhanced as far as is possible.

19. Footpaths and Cycleways

- 19.1. Since the pre-submission draft was published, Swindon Borough Council has published their Swindon Cycling Framework for consultation. Objective 6 of the framework outlines how the aims will be met, including:
- *'Ensuring that cycling is a consideration in all development proposals*
 - *Ensure developers provide high quality facilities within their developments that connect externally*
 - *Promoting the use of Neighbourhood Plans to inform cycling requirements and connections to new developments'*
- This provides a stronger context for the following policy.
- 19.2. In addition, the draft NEV Green Infrastructure SPD explores the potential for networks of green routes for safer walking and cycling.
- 19.3. One of the reasons for embarking on a Neighbourhood Plan was to address the current reliance of villagers on car travel, which was seen to result, in part, from the lack of perceived safe routes for cycling and

walking. There is currently no direct cycleway link to access the wider cycleway network into Swindon and surrounding areas. A Rights of Way Group was recruited from the community to produce a strategy that would address this.

19.4. The Rights of Way Group prepared this strategy with the following aims:

- To reduce the dependence on the private car by introducing safe, direct 'strategic' routes for pedestrians and cyclists across the expanded village
- To create routes for health, pleasure and leisure purposes.

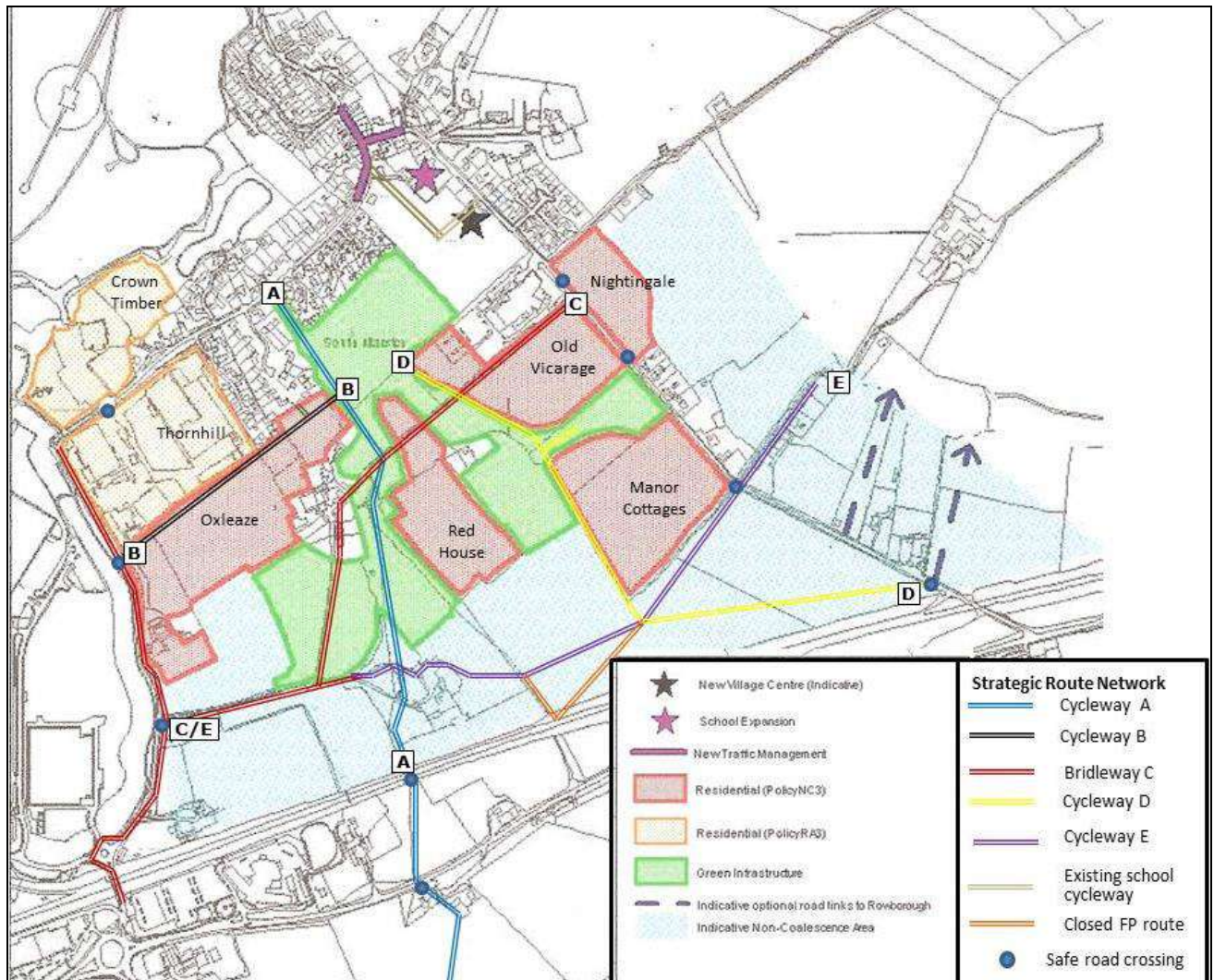
19.5. Whereas the design of development parcels should encourage on-road cycling, the greatest opportunity for creating a shift to sustainable modes of travel will come from off-road cycleways and footpaths that can be used safely throughout the year.

19.6. The group used an analytical approach that examined likely start and end points for journeys taking into account the potential development areas in the plan area and the new range of facilities that will exist in the Eastern Villages development south of the A420. The following reflects their recommendations for the Strategic Routes.

NP POLICY 8 – CYCLEWAYS AND FOOTPATHS *All proposals for development at South Marston Village must contribute towards creating a network of cycle routes, cycleways and footpaths including through provision on street and new or improved cycle and/or footpath routes. The routes of potential new rights of way are indicatively shown on Plan 6, the details of which may include provision within development parcels. The purpose of each route should be incorporated within the overall movement network for cyclists and pedestrians.*

If any new road crosses a Strategic Route then the crossing must be designed to take account of the needs of cyclists and to maximise the safety of pedestrians using the Strategic Route.

Plan 6: Map of the proposed Strategic Routes



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Notes to accompany Plan 6

- Assumes appropriate configuration of cycleways and footpaths across the new Village Centre
- Safe crossing points on village roads will be required as indicated
- The benefits achieved by creating these routes and making them fit for cycling are shown in Table 1 followed by an assessment of each route.

Table 1: Proposed Strategic Routes

	Route	How	Fit for	What benefit is achieved?
A:	Upgrade existing route North to South through the plan area	Footpath 3, then Footpath 5 across the railway line and A420 to reach the 'Hub' Connections into Red House development site	Cycling	Safe off-road access from most village locations to employment, retail, education, health and leisure services in the Eastern Villages and over the Green Bridge to Swindon.
B.	New route eastward from 'Oxleaze' development to the Recreation Ground	Off-road footpath/cycleway north of Manor Farm Connections to/from Thornhill/Crown Timber development	Cycling	Safe access to the Primary School At its eastern end, this can connect with Route A above and C and D below to give safe access southwards to the Eastern Villages
C.	Upgrade existing Bridleway No 4	Old Vicarage Lane to Thornhill Road Bridleway 22 north of Keypoint Connection into Old Vicarage	Cycling	East/southwest off-road route for significant part of the expanded village to Keypoint/Gablecross Provides interim solution for Route A via Gablecross until railway bridge is constructed
D.	New route from village Centre southward towards Carpenters Arms	Off-road route within easterly 'green wedge' to link to Footpath 15 and OVL Connection into Old Vicarage/Manor Cottages Developments	Cycling	Safe access to the Primary School for Red House, Old Vicarage and Manor Cottages developments Off-road access to the new Carpenters Arms road junction, and onward to the Eastern Villages Park & Ride. Interim solution for Route A via Carpenters Arms
E.	East/west link south of the village	Bridleway 8 from Rowborough, via Rowborough Lane to junction with Old Vicarage Lane, then new off road route to join Footpath 15 and thence through to Thornhill Rd and across to Bridleway 22	Cycling	Provides off-road direct route from Rowborough to Keypoint/Gablecross. Provides off-road direct route southward to Eastern Villages at junction with Route A above

- 19.7. **Route A:** This route has the highest potential to enable walking/cycling via a direct, off-road cycleway south to the Eastern Villages. The Hub development on the A420 will require a signalled crossing, and internal cycleways. It is anticipated that these will feed onto the transverse east/west route from Acorn Bridge to the proposed Green Bridge and from thence into Swindon. South Marston children will gain a safe off-road walking/cycleway to reach the proposed Secondary School in the Eastern Villages.
- 19.8. However, this relies on provision of a ramped footbridge over the railway line. It is understood that this will be constructed as part of the rail electrification, but if it is not, then provision must be made within any S.106 agreement with relevant developers in the New Eastern Villages. Alternative routes for cycling via Route C or D to reach Gablecross or Carpenters Arms junctions respectively are not satisfactory long term solutions. The route to the secondary school via Gablecross is too long. The Carpenters Arms route is through a narrow rail bridge with no footpath and is not suitable for foot or cycle traffic and would require a footpath/cycleway to be constructed along the A420 together with a suitable crossing.
- 19.9. At its northern end, there is adequate space at the junction of Footpath 3 with Thornhill Road for a dedicated cycle lane alongside a footpath, to connect appropriately with the layout of footpaths/cycleways across the Village Centre.
- 19.10. **Route B:** This is a new route required as part of the development at Oxleaze and the indicative route shown must allow for potential connections to cycleways through Thornhill Industrial Estate, if developed for housing.
- 19.11. **Route C:** Bridleway 4 is an existing strategic route used by walkers and cyclists for access to employment, retail and recreation. It is in poor condition and requires upgrading to be fit for cycles. Householders and businesses on Manor Farm have vehicle rights from the farm centre to Old Vicarage Lane at the bridleway's eastern end and two of the dwellings have vehicle rights over the stretch from the centre of the farm to its junction with the sunken lane, a public road which connects to Thornhill Road. Measures to avoid through vehicle traffic using this as an alternative to village roads will need to be put in place.
- 19.12. **Route D:** This is a new cycle route running southward with an indicative route through the easterly green wedge to reach Old Vicarage Lane close to the Carpenters Arms. Connections will be required into the developments at Old Vicarage and Manor Cottages, as well as with the allotments that may be located between them.
- 19.13. **Route E:** This follows the line of an existing footpath/route until it veers eastward to join Old Vicarage Lane opposite to the junction with

Rowborough Lane. Upgrading this to a cycleway may require diversion at South Marston Farm because of land ownership issues. It is a strategic route because it will eventually serve the new village at Rowborough for safe access to Gablecross or south on Route A to the Hub. It would also link with Bridleway 8 and Footpath 1 in the vicinity of Nightingale Wood to provide an important longer distance recreational route for new and existing villagers.

19.14. Additional footpaths/footways

- 19.15. Housing development at Crown Timber must include a safe crossing to the southern side of Thornhill Road and a footway constructed to join the footway at Ash Gardens. Footways must be provided on the development side from the entrance to the site to connect with the start of Bridleway 22.
- 19.16. Housing development at Thornhill Industrial Estate must include safe crossing of Thornhill Road to reach Bridleway 22. Provision must be made for safe cycling/walking through the site to connect Crown Timber junction with the development at Oxleaze and Strategic Route B.
- 19.17. From the junction of Nightingale Lane, there are no footways alongside the road to the Carpenters Arms, and provision of these would probably require removal of hedgerows. An off-road footpath should be constructed on the western side of the roadside hedge from opposite the Carpenters Arms to Bridleway 4. The design of the single lane signalled junction under the railway at the Carpenters Arms should include a footway on which to reach a safe crossing point of the A420. The design of the A420 junction and the development south of the A420 must take account of the need for pedestrians and cyclists to reach Eastern Village facilities from this location.
- 19.18. The development of other safe cycle routes that provide additional connectivity would be welcomed and supported, particularly northward to the employment areas and the A361.

20. Green Infrastructure

- 20.1. Local Plan Policy EN4 states that ‘development, where appropriate, shall protect and enhance biodiversity and provide net local biodiversity gain’.
- 20.2. The Local Plan requires green infrastructure of an appropriate scale for the size of development to be provided in accordance with Policy EN1. **Local Plan Policy RA3** designates the field to the south west of the current recreation field for recreation purposes. To ensure non-coalescence with other proposed development in the Local Plan, Policy RA3 states that *‘the land between the expanded village and the railway to the south shall remain part of the countryside’*.
- 20.3. The SBC NEV Masterplan and draft NEV Green Infrastructure SPD confirm green open space throughout the neighbourhood area that is consistent with this Neighbourhood Plan. Their value is noted as recreational open space, creation of habitats, visual impact, green routes or use for SUDs measures to mitigate the impact of local flooding.

The indicative inset map attached to **Local Plan Policy RA3** shows, in addition, the retention of two ‘green wedges’ of green infrastructure running southward and interspersing the proposed housing development. **Local Plan Policy NC3** Eastern Villages states that any development will *‘ensure the landscape context and views to and from the North Wessex Downs [Areas of Natural Beauty] AONB are respected’*.

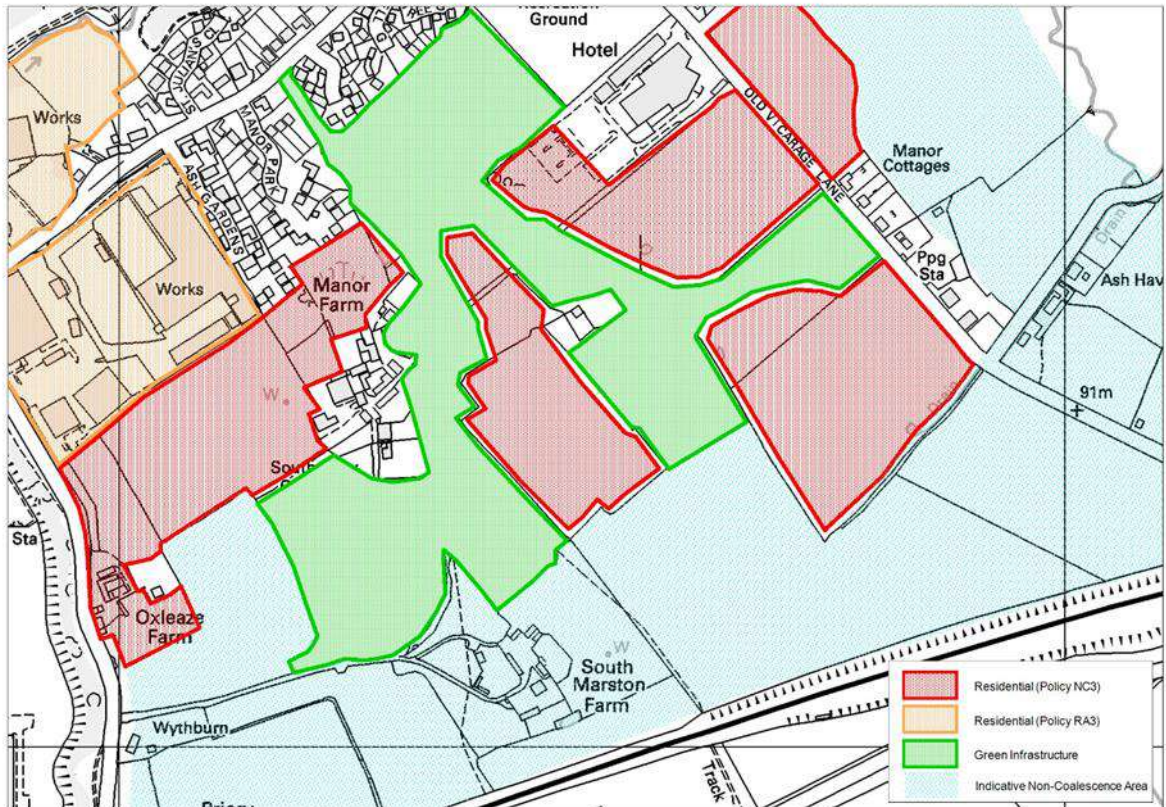
NP POLICY 9 – GREEN INFRASTRUCTURE *The “Green Wedges” shown indicatively on Plan 7, and to be defined in detail in the light of the development management process will be of significant community value and will be retained in open uses. Development of green infrastructure will only be allowed where the benefit to the community that this would achieve outweighs the loss of green space, or if it would facilitate connectivity between development parcels or provide a drainage function.*

- 20.4. The community value of the two green wedges relates both to their current value and to the amenity that they will provide within the vision for the expanded South Marston as outlined in Local Plan Policy RA3 and in the policies in this Neighbourhood Plan. The housing allocations in the Local Plan for South Marston Village can be satisfied without development of the two green wedges identified on the **Local Plan Policy RA3** inset map.
- 20.5. Both green wedges offer strong visual and amenity value now and in the future. To retain the rural feel of the village, the community wishes to

ensure that the Village Centre area continues to benefit from open views of the Downs AONB to the south.

- 20.6. The retained 'green wedges' provide green corridors for residents to access the countryside but also serve more functional purposes to benefit the expanded village. The westerly wedge is on the route of Footpath 5 and will, under this plan, provide the strategic footpath and off-road cycleway from the Village Centre to the Eastern Villages south of the A420. The easterly wedge follows the course of a surface water swale and retention of this area will help mitigation of surface water flooding as part of Sustainable Urban Drainage measures. It can also carry the new strategic off-road cycleway that will help compensate for the lack of footways alongside Old Vicarage Lane.
- 20.7. The retention of these areas as green infrastructure will retain biodiversity habitats and ecological networks by ensuring corridors and connections from the southern development to the Village Centre. The Sustainable Urban Drainage works associated with development south of the existing village will potentially enable new types of habitat that reflect the traditional marsh land from which the South Marston name is derived.
- 20.8. This Neighbourhood Plan does not require that the Green Wedges are taken into community ownership, provided they continue to contribute to the rural character of the expanded South Marston. It is anticipated that arrangements will be made as part of the development management process for their future maintenance and management. Any maintenance regime should comply with reasonable requirements within the proposed Natural Environment policy to be developed by the Parish Council.

Plan 7: Indicative extent of new green infrastructure



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20.9. The Local Plan specifies an indicative anti-coalescence area running east-west across the plan area, parallel with the railway line which should link the southernmost sections of the Green Wedges. The south-west portion of this area is prone to flooding and adequate surface water mitigation measures will be required at this point. The anti-coalescence area should remain as open countryside, providing a linkage with other green infrastructure and enhancing the connectivity of habitats and biodiversity. Under Policy 8 in this plan, the anti-coalescence area also enables the provision of the east-west cycleway across the neighbourhood area. This has future potential to serve as the off-road cycleway link from Rowborough across the railway to the future District Centre and other facilities south of the A420, which is fundamental to the success of reducing the prevalence of car-borne traffic. The environmental and community amenity value described above must not be compromised by extension of housing development into the indicative coalescence area. The remaining hinterland to the village lies outside allocated housing areas.

- 20.10. To the north, the boundary with Honda UK land follows South Marston brook. Any additional backland development on Thornhill Road will be required by the Environment Agency to include a 10m wide strip, adjacent to the brook in line with other recent housing developments. The village has an aspiration to ensure this flood alleviation strip provides a continuous environmental area from the west at the Keypoint site, joining up with St Julian's Wood and the Orchard conservation area.
- 20.11. To the east of the village, the Local Plan provides an anti-coalescence strip south from Nightingale Lane to offer separation from the new village of Rowborough. It is unlikely that housing development in the hinterland north of Nightingale Lane would be acceptable since it would reduce the effect of the anti-coalescence policy. In any case, road access to new housing development off Nightingale Lane is prohibited by Policy 7 of this plan, and any housing may adversely affect the setting of Church Farmhouse which is a listed building.
- 20.12. The green infrastructure of the village will be developed to enhance and protect biodiversity in line with Local Plan Policy EN4. Significant benefits to the local environment will be delivered by the creation of green corridors of varying habitats that connect across the village between Oxleaze Wood and Nightingale Lane, across the northern boundary of the existing village and outwards from the centre of the village towards the south. The proposals for green infrastructure in this Neighbourhood Plan will contribute to retaining the 'rural feel' of the village which has been strongly supported throughout the various consultations undertaken within the community.

21. Hedges

- 21.1. **Local Plan Policy RA3** reinforces the need for development to respect the existing rural character of the village.

NP POLICY 10 – HEDGES *There is a presumption in favour of retaining visually or ecologically important existing hedgerows. If the removal of a hedgerow is proposed, adequate justification must be provided and, where appropriate, compensatory planting provided in the near vicinity. Replacement planting should be of sufficient value to compensate for the loss of mature hedgerows and the biodiversity they support.*

- 21.2. Much of the development area south of the village consists of fields and boundaries that are relevant to its history. Other hedges towards the built up area of the village serve to reinforce its rural identity. Consultations with the community have determined that the 'rural feel' of the village is

important to local residents The visual aspect along Old Vicarage Lane and Thornhill Road should continue to be dominated by hedgerows, with more planted around Hodinott's corner and Crown Timber to reduce the visibility of new housing where appropriate.

- 21.3. The opportunity exists for developing new hedgerows alongside housing development proposals. Field hedges also form much of the boundary of the proposed designation of Local Green Space under Policy 9 of this plan.
- 21.4. There are some hedgerows in the development area south of the village that are of historical interest. The hedges either side of the sunken lane from Thornhill Road to South Marston Farm are of particular interest, as the lane formed the first part of the original entrance to Manor Farmhouse to the north and was marked as bounded by trees on 19th century maps of the area. This route will, under this plan, be re-created as a cycleway between Footpath 15 and Bridleway 22 to reach Keypoint roundabout. In addition, the hedges on the north side of this lane form the boundary with Oxleaze Wood which is part of the Community Forest.
- 21.5. Hedgerows will be preserved and developed in association with complementary planting to provide habitat and linking corridors for wildlife.
- 21.6. Natural England advise where hedgerows are removed, compensatory planting should deliver equivalent value. This is rarely achieved by 1:1 replacement, since mature habitats are lost. Any compensatory planting for hedgerow removal agreed through the development management process should demonstrate that equivalent value is secured.
- 21.7. The Parish Council intend to prepare a 'Natural Environment' policy to support a wildlife-friendly approach to development and maintenance of landscaping and the natural environment across the whole parish area in line with, and as an extension to Policy EN4. This will seek to influence the maintenance policy for existing as well as new development.

22. Local Economy

- 22.1. The Local Plan Policy EC2 identifies Keypoint Estate, South Marston Airfield (Honda) and South Marston Park as key employment sites. These lie immediately east and north of the plan area. New employment sites are identified within the New Eastern Villages south of the A420 in **Local Plan Policy NC3** which will be within walking/cycling distance of South Marston village. The retail outlets at St Margaret's Park and superstores and police station at Gablecross roundabout will continue to provide local employment opportunities within South Marston Parish in addition to small scale businesses in the village itself.
- 22.2. **Local Plan Policy RA3** identifies Thornhill Industrial Estate and the Crown Timber site as brownfield land within the plan area, with the potential to deliver additional housing.
- 22.3. The village has always supported the brownfield sites being developed for housing to provide a more appropriate entrance to the village as well as removing current traffic problems with HGV-based businesses which currently occupy the site. HGV traffic is unsuitable for village roads and 24 hour operating causes noise and nuisance to nearby residents. Not all occupiers are responsible for creating the negative impacts identified by residents, and options for mixed use on the Thornhill Industrial Estate have been discussed with SBC officers. Should a compromise come forward that allowed mixed use to continue, then this could be pursued. SBC officers have accepted that support for relocation may be needed by commercial occupants and Forward Swindon has been asked to provide this.
- 22.4. A range of employment opportunities is available for the expanded village both within, and adjacent to, the plan area. The re-development of the brownfield land at Thornhill Road and Crown Timber will not impact significantly on this. This NP therefore makes no allocation for additional employment sites within the plan area.
- 22.5. The policies in this plan concerning road networks and new cycleways and footways are vital to ensuring that residents have appropriate access to reach their employment and to encourage sustainable modes of transport.
- 22.6. Furthermore, existing businesses within the plan area do need appropriate communications provision to thrive, which is addressed by NP Policy 11.

23. Broadband

- 23.1. Local Plan Policy IN3 requires that ‘development should where possible make provision for super-fast broadband’

NP POLICY 11 – BROADBAND AND MOBILE RECEPTION *Proposals that provide access to a superfast broadband network to serve the village and properties adjoining the network in the countryside will be supported. New housing development shall provide the necessary means for new residents to access the superfast broadband network when it becomes available and, where possible, offer opportunities to facilitate improvements in the service for existing residents and businesses.*

Proposals for improving mobile telephone reception across the plan area will be encouraged where such proposals do not conflict with other policies in this plan.

- 23.2. The major employment sites at Honda, Keypoint and the retail areas adjacent to Gablecross roundabout have installed their own IT solutions. However, elsewhere in the plan area, the current broadband capability is universally poor, and mobile telephone reception is patchy.
- 23.3. Discussions with the local South Marston Enterprise group of home businesses has confirmed the need for improved broadband services and mobile telephone reception to enable them to run their businesses effectively .
- 23.4. Swindon Borough Council has a superfast broadband project bringing broadband into the rural parishes. This uses 4G wireless technology, requiring ducting to transmitter masts which then transmit to household receivers, although the location for the transmitters is yet to be determined. We wish to see developers work actively to see whether they can enhance the opportunities for broadband connectivity by ensuring appropriate ducting is in place wherever excavation of roads or similar is required.

24. Utilities

- 24.1. **Local Plan Policy RA3:** Development at South Marston should, 'realise opportunities to facilitate main drainage and utilities supply to existing properties that currently lack connections where possible'

NP POLICY 12 - UTILITIES *Development proposals for individual parcels of land shall be accompanied by an assessment of potential for utilities connection to existing dwellings that lie within the development parcel or adjacent to it, where no connection currently exists to mains drainage or where current utility connection will be affected. Prior to the grant of reserved matters approval(s), applicants will be required, where practical, to offer to facilitate such connections at reasonable cost.*

- 24.2. A larger village will provide some benefits for existing residents – new facilities, more viable local services and activities. Beyond this, and as part of the development, significant infrastructure is required, encompassing roads and buildings but also upgraded power supply, telephone lines, water and sewage connections.
- 24.3. The existing edges of the village are peppered with outlying houses with overhead cables, septic tanks and privately maintained water pipes. The Parish Council compiled a list of houses known to be on septic tanks in 2011 which shows their location close to proposed new housing developments. Septic tanks in ground that soak into bands of clay, which is common in this area, are prone to requiring treatment plants attached to meet the performance standard required of the output from the tanks. Great concern has been raised by residents in this position who will be affected by nearby development Connection of these houses to mains sewers would benefit both existing and new residents.
- 24.4. A private water pipe and an overhead power supply cuts through the development area to the south of the village. If gas is supplied to new housing development, it makes sense to see if connection to nearby existing properties is viable too.

25. Flood Risk

- 25.1. Local Plan Policy EN6 requires that, for flood risk, 'appropriate mitigation and management measures must be implemented' and that a drainage strategy is required for all development.

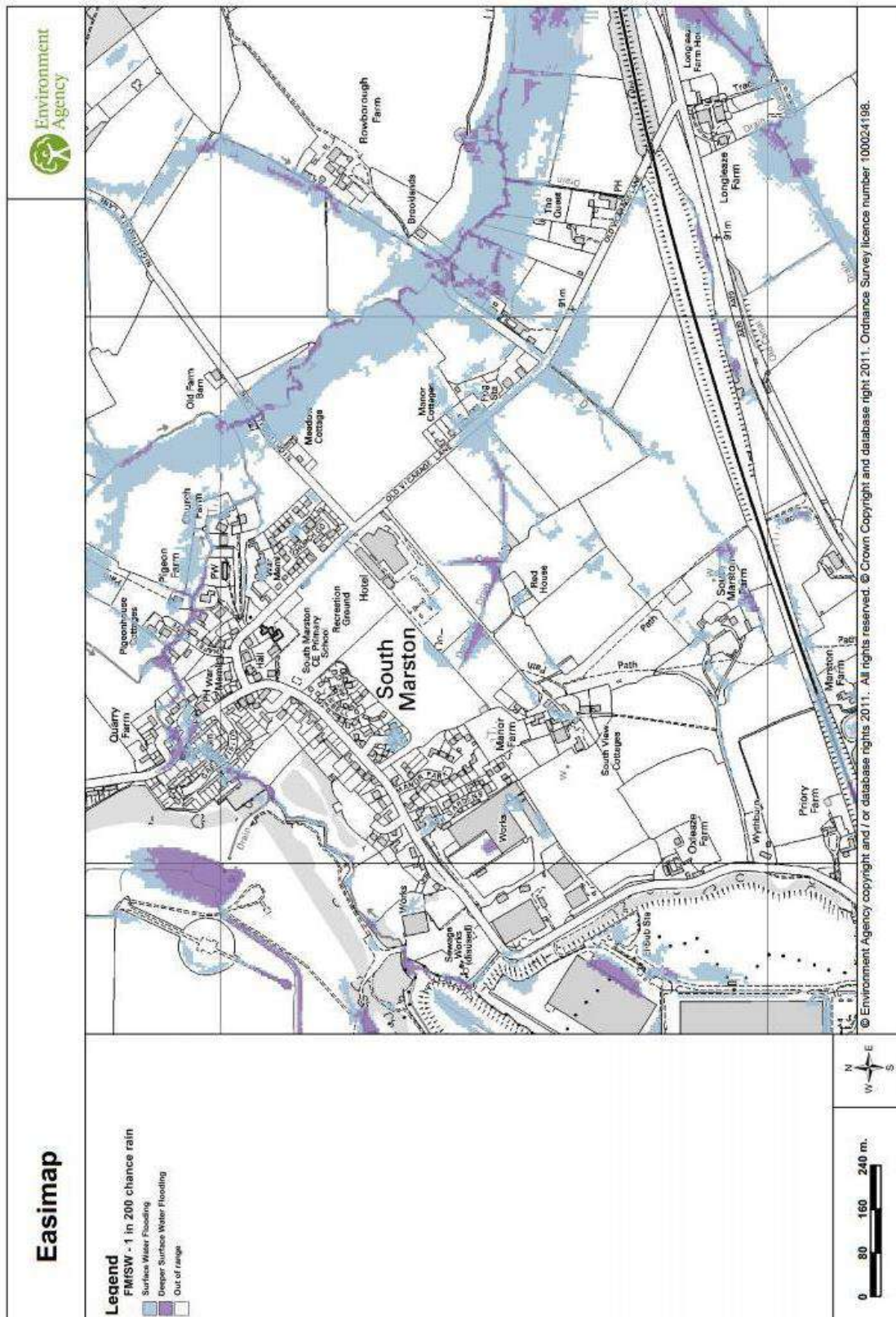
NP POLICY 13 – FLOOD RISK *No development shall come forward within Flood Zones 2 and 3 and Critical Drainage Areas, as identified in the National Planning Policy Framework Technical Guidance 2012 unless consistent with sequential testing and the exceptions listed in Policy EN6.*

Sustainable Drainage System(s) should be built and maintained to ensure that the flood risk to neighbouring properties is at least no worse than at present.

The Local Flood Authority must be satisfied that the overland flow of surface water will be controlled by bunds, swales and basins, particularly towards the south and east of the plan area. Cycleways that form part of the strategic network identified under NP Policy 8 shall be designed with the aim of them being useable at all times and in all weathers.

- 25.2. Significant parts of the plan area are at risk of fluvial and surface water flooding, causing significant concern about the impact of development. 54 houses in the village were flooded in 2007. The field surfaces are impermeable clay and in periods of heavy rain they become water logged.
- 25.3. South Marston Parish Council has worked with the Environment Agency to produce the official **map of fluvial and surface water flooding** in the plan area. The surface water tends to seep overland towards the south and east of the area, making the fields towards the railway waterlogged and placing properties towards the southern end of Old Vicarage Lane at particular risk.
- 25.4. Appropriate measures should be taken to alleviate water flowing onto Old Vicarage Lane, particularly in the vicinity of Manor Cottages.

Plan 8 Environment Agency Flood Map 2011



26. Housing for the Elderly

- 26.1. Local Plan Policy HA1 requires development to provide housing with a variety of densities, types and sizes to meet local needs.
- 26.2. Local Plan Policy HA3 requires at least 2% of housing on developments of more than 100 units to be wheelchair accessible.

NP POLICY 14 – HOUSING PROVISION FOR THE ELDERLY *Proposals that bring forward housing units suitable for the elderly close to the new Village Centre will be encouraged. There should be a variety of tenures and sizes, including market housing, and be designed to accommodate those with limited mobility.*

- 26.3. In the past, development at South Marston has focused more on executive, family housing. South Marston has traditionally had a significant proportion of the population who are long term residents that often wish to stay as long as possible within the village. In addition, growing families living in the village have been unable to relocate more elderly relatives within the area due to the lack of appropriate housing.
- 26.4. There are currently two groups of housing suitable for more elderly occupants on Highworth Road to the north of the plan area and at Chapel Lane to the east of the existing village but these will be insufficient to meet future needs. There is a strong desire within the village to make it possible for ageing homeowners to downsize and secure suitable housing in the village so they can maintain their local support networks.
- 26.5. An expanded village will mean that community facilities and services suited to the needs of the elderly will enjoy improved viability, particularly if they live close by.

27. Historic Environment

- 27.1. **The National Planning Policy Framework** requires due attention is paid to heritage matters in the development of plans for an area.
- 27.2. **The Local Plan** has identified the need to safeguard the settings of heritage assets, including listed buildings in South Marston Village, from the impact of the new development.
- 27.3. **Local Plan Policy EN10b** cites the requirement as:
- 27.4. *'Proposals for development affecting heritage assets shall conserve and, where appropriate, enhance their significance and setting. Any harm to the significance of a designated or non-designated heritage asset, or their loss, must be justified. Proposals will be weighed against the public benefits of the proposal, whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset.'*
- 27.5. Additionally, the first objective of the Environmental Statement in support of the Local Plan is:
- 27.6. *'to assess the potential impact of construction of the proposed development on known and potential heritage assets and to evaluate the significance of the impact'.*
- 27.7. **The Built Environment in South Marston**
- 27.8. **Listed Buildings:** (either in or neighbouring the plan area)
- Church Farmhouse Grade II
 - Church of St Mary Magdalen Grade I
 - Gordon Cottage Grade II
 - Lock Keeper's Cottage Grade II
 - Longleaze Farmhouse Grade II
 - Manor Farmhouse Grade II
 - Marston Farmhouse Grade II
 - Nightingale Farmhouse Grade II
 - Priory Farmhouse Grade II
 - The Red House Grade II
- 27.9. **Potential Heritage Buildings:**
- 27.10. In the vicinity of Pound Corner:
- Cambria House, Dryden Cottage, Dryden House, Exton Cottage

- Rose Cottage, Village Hall, Ranikhet, Primary School, St Mary's Cottage.

27.11. Elsewhere:

- South Marston Primary School Victorian building
- South Marston House (part of what was the Mercure Hotel building),
- South Marston Farmhouse (Cheese Room)
- Manor Cottages, Leaze Cottage, Carpenters Arms, and Carriers Arms.

27.12. Development in the neighbourhood area may have an impact on the settings of many of the above buildings. Appropriate assessments will be required as part of the development management process as the expansion progresses. The following are worthy of particular mention:

- **Pound Corner:** Many of the surrounding houses are of architectural but also cultural interest, being related to the life of the Hammerman poet, Alfred Williams. He was born in Cambria Cottage. Alfred William's family moved to Rose Cottage (1865), to the east of Pound Corner, in 1881, and Alfred moved into Dryden Cottage when he got married in 1903. He moved again in 1921 when this cottage was sold as part of the Estate. He and his wife then lived in Ranikhet, a house that he built himself at the junction of Chapel Lane close to Rose Cottage.
- In around 1870, Alfred Bell moved into the village and became, formally or informally, Lord of the Manor, and lived at the now demolished Manor House. He instigated a number of building projects that added significantly to the architecture of the village centre. He paid for a substantial renovation of the Church, commemorated on a brass plaque in the Church and given a date of 1885 on the Church clock. He also paid for the building of the school house, completed in 1873 with a bell tower, and substantial houses around Pound Corner, to include Cambria Cottage and Dryden House, which bear his initials. His daughters sponsored later stained glass windows in the Church. The Bell Estate, which included most of the village, was auctioned in 1918.

South Marston Village Hall: This site of the Hall was reputedly the village blacksmiths. Originally the 'Men's Reading Room', it has been the centre of South Marston village social and civic engagement for almost a century. However, it will not be adequate as a community hall for the expanded community (seating 60 and with just one room and kitchen). It has been subsidised through a grant from the Parish Council every year for many decades. When the existing building ceases to be in use as a community hall, the village is keen that conversion to alternative uses should retain the current form and frontage given its place in South Marston's history. The **war memorial** which used to be located at the hall now has pride of place in the Village

garden, opposite to the school, which is owned and maintained by the Parish Council.

27.13. Prior to development of any traffic management scheme for the junction or any other development in this central area, its effect on the character and context of the nearby buildings should be explored.

27.14. The new school buildings should be designed to complement the Victorian school building that will be retained.

27.15. **South Marston House:** In the event of development of the hotel site, South Marston House should be retained, if reasonably practical, given its history as the vicarage for the parish Church of St Mary Magdalen and as one of the original prestigious South Marston buildings.

27.16. **Manor Farmhouse:** As one of the first large buildings in South Marston, and the centre of the South Marston Estate, this has both cultural and architectural interest. Its location within the strategic allocation of housing in the Local Plan will mean that any impact will require formal assessment. Some of the surrounding farm buildings may also be of interest, although most are in poor condition.

27.17. **Longleaze Farmhouse:** Although not affected by any planned housing development under this Neighbourhood Plan, the potential impacts from the construction and design of the proposed improvements to the road junction at the Carpenters Arms on the A420 should be explored.

27.18. **The Natural Environment Assets**

27.19. Consultation over many years has brought forward a strong desire that, if development is to happen, the expanded South Marston should retain its rural identity and character. In determining the nature of this character, the factors most often mentioned are the 'rural feel' from roads bounded by traditional hedgerows and the views towards the Downs and the Church from the current Recreation Ground and what will be the expanded Village Centre under this Neighbourhood Plan. Other factors are the degree of separation between the expanded village and the railway line, delivered through the 'anti-coalescence' strip identified in the Local Plan.

27.20. Recent development within South Marston has confirmed the desire to create more green spaces and green infrastructure corridors to benefit both biodiversity and community wellbeing. We are lucky to have two areas of Community Forest (Oxleaze and Nightingale Woods) within easy reach and both are used regularly for recreation and walking dogs. However, there are few off-road footpaths or cycleways fit for use in all weathers and a lack of continuous footways alongside village roads. Where they exist, they are well used and valued. The village is keen to see the existing rights of way improved and new ones created to increase

the value to the community and provide greater enjoyment of the countryside that will still surround the built up area of the village.

- 27.21. The protection afforded in the Local Plan and Neighbourhood Plan to Nightingale Lane and Rowborough Lane as accesses to Nightingale Wood is therefore welcomed by the village. The existing Bridleway 4 is valued as an alternative route on foot/bike/horse out of the village, linking as it does to the sunken lane that joins Thornhill Road north of Keypoint roundabout. The sunken lane is also of some historic cultural interest. The original 'entrance' to Manor Farmhouse is via the sunken lane, bearing left through a double hedge and then north along the existing footpath 5. This is the preferred route for the Cycleway A link to Keypoint roundabout as described in Section 19 of this plan.
- 27.22. The green infrastructure alongside South Marston Brook, which, as a result of backland development, is now being developed as a community resource, is an increasingly valued part of the village hinterland, whilst providing varied wildlife habitats. St Julian's Wood, in particular, is set to become a focus of conservation volunteering events, attracting local community and outside volunteer groups in to develop, maintain and enjoy it.
- 27.23. The Parish Council intend to prepare a 'Natural Environment' policy to support a wildlife-friendly approach to development and maintenance of landscaping and the natural environment across the whole parish area in line with, and as an extension to Policy EN4. This will seek to influence the maintenance policy for existing as well as new development.

New Eastern Villages - including Rowborough and South Marston Village Expansion

(page 246 onwards in the adopted Swindon Local Plan)

- 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 public space;
 - sustainable transport links including:
 - ◆ walking and cycle network improvements that integrate with existing networks and provide good connectivity within the development and to the surrounding area;
 - ◆ 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 the Commonhead Roundabout;
- ◆ a new road link under the Bristol to London railway line connecting the development north and south at Rowborough;
- ◆ New and/or improved accesses 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 the 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 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 12,000m² (gross) of retail floorspace including a high quality District Centre with 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 serve, including the existing community at South Marston.
- educational requirements comprising:
 - ◆ a minimum of 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, flexi-

ble, 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 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 villages 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 2: Local Plan Policy RA3

Policy RA3: South Marston

(pages 290 onwards in the adopted Swindon Local Plan)

- a. **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.**
- b. **Development at South Marston shall:**
- **ensure it respects the character of the existing village by:**
 - ◆ **providing housing at an average 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 historical landscape features, archaeological assets and existing green-infrastructure;**
 - **deliver primary school places within the village to meet the needs of an expanded South Marston; and**
 - **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 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 the appropriate infrastructure contributions to mitigate their impact;**
 - **provide mitigation measures to protect the village from flood risk; and**

- realise opportunities to facilitate main drainage and utilities supply to existing properties that currently lack connections where possible.
- c. 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 3: Design Principles

The following design principles for the whole of South Marston have been developed during the neighbourhood plan process. They provide a series of principles to be taken into account in the preparation of design codes, other detailed guidance and planning applications – particularly at detailed or reserved matters stages.

Such principles may be developed to reflect the specific circumstances, or objectives of, specific developments within the South Marston Neighbourhood Plan Area.

Housing

1. Separate areas of housing should have distinctive characters but be recognisably of South Marston.
2. Housing should be a mix of sizes within any area of development, including some smaller units and possibly apartments, positioned to meet the needs of differing elements of the community.
3. Continuity of street frontage can be higher closer to the village centre and reduced at the village edge. Broken rooflines and gables should be used to reflect a rural character or create character and help reduce 'sameness' within the street scene.
4. New dwellings should not normally exceed 2 storeys, although 2.5 storeys may be appropriate in landmark locations.
5. There should be an element of defensible space between new houses and the highway.
6. Development of roads, housing, public and community facilities should consider mitigation measures, where appropriate, to protect the amenity of neighbouring properties.
7. Secure, covered cycle storage must be provided at any new non-residential development (school, community facilities etc).

Highways

8. The street network should be designed in accordance with Manual for Streets principles including, wherever possible, as 20mph zones and include quality spaces to encourage social interaction.
9. Footways should be provided alongside all roads where this is possible without loss of drainage capacity or hedging or where streets are designed as shared surfaces or private drives.
10. Where new streets cross open space they should have design characteristics that reflect the rural context and respect the interests of pedestrians and cyclists.
11. Areas of housing must be designed to provide links with the existing and proposed footpath and cycleway network.
12. Strategic Rights of Way as described in Neighbourhood Plan Policy 8 must be appropriately surfaced to encourage use by cycles, buggies, mobility scooters and wheelchairs.

13. During construction, existing routes must be maintained or alternative routes provided that are fit for purpose.

General

14. Landmark buildings should be positioned at key points within developments to help legibility.
15. Car parking areas should not dominate the street scene.
16. Structural planting should help define public space and reinforce the 'rural' character, whilst street furniture should reflect a rural heritage.
17. The orientation and layout of development should consider opportunities to reflect passive design considerations.
18. Mains drainage for foul water must be provided for all new residential developments.

Architecture

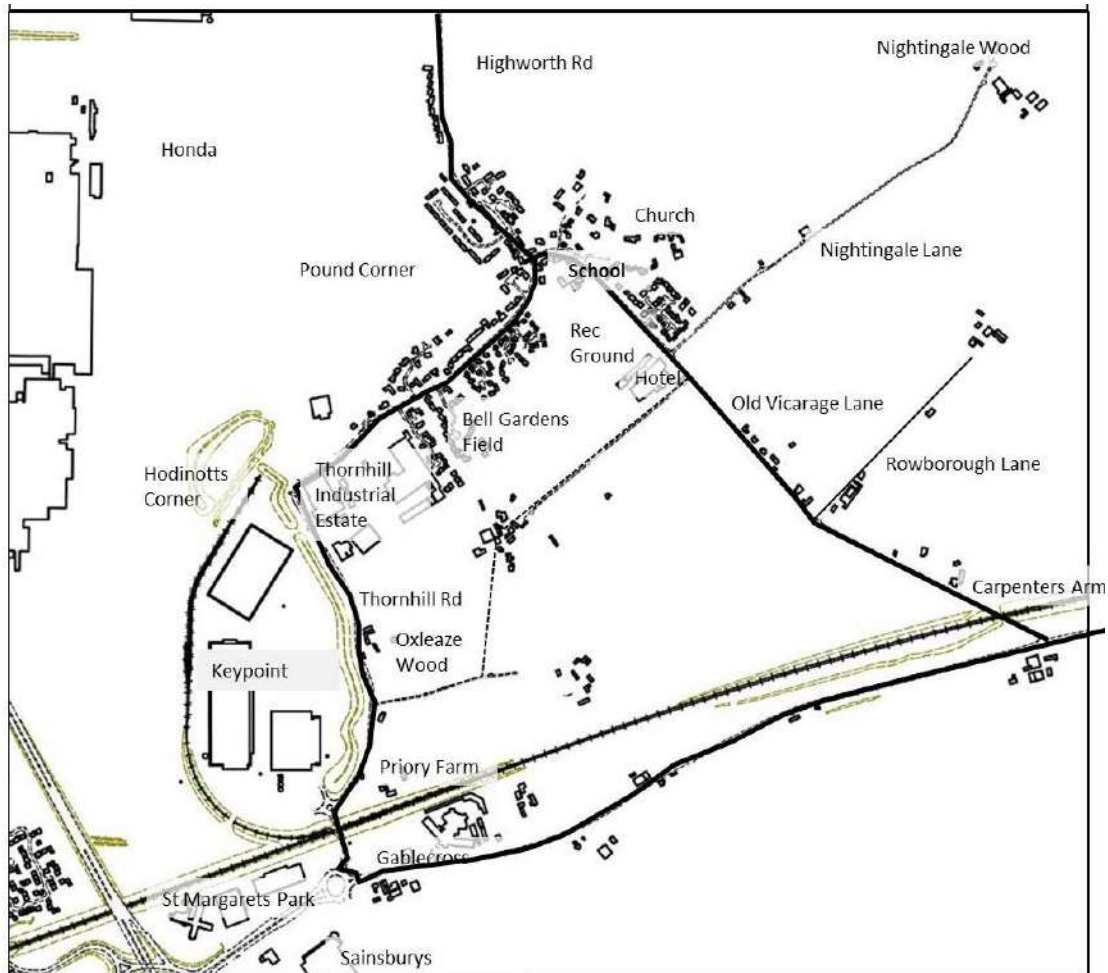
There is no dominant style of architecture within the existing village. Significant features are:

- Stand-alone farmsteads built from the 18th century together with cattle sheds, cheese rooms etc. built during the North Wiltshire Cheese boom from 1650 to 1850.
- In the later 19th and early 20th century much of the Plan Area was owned by the Bell family, who were responsible for the restoration of the Church and the school building. They led a mini construction boom of houses around Pound Corner that are slate tiled and of local brick or stone construction, characterised by slate covered porches with wooden frames.
- The remainder has been infill and ribbon development over the past 80 years which has not reflected the traditional styles.

Where development lies close to a building of heritage interest, the design of the housing should seek to take account of the form and architecture of that building as well as respect its setting. Where this is not appropriate, the design should draw on the architectural styles in the Pound Corner area.

Appendix 4a: Location map of South Marston Neighbourhood Area

Places of Interest mentioned in this plan.



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Appendix 4b: Acronyms used throughout this plan

SMPC	South Marston Parish Council
SBC	Swindon Borough Council
NP	Neighbourhood Plan
LP	Swindon Local Plan
SMNP	South Marston Neighbourhood Plan