



DRAFT PLAN : NOVEMBER 2016

SCHEDULE OF POLICIES

This schedule just gives the policies. For the full Draft Plan please go to www.crickladenp.org.uk

----- HOUSING -----

Policy H1: The Settlement Boundary shown on figure 5 sets a frame for development in the town. Within the Settlement Boundary, infill and new development that complies with other policies in the development plan will be supported. Development will not be permitted outside this Settlement Boundary unless specifically allowed by policies in the development plan.

Policy H2: Visual Separation of Settlements. Development should not reduce the visual and physical separation of Cricklade and neighbouring settlements. This is particularly important in the southern part of the parish that abuts the new strategic development of Tadpole Farm in Swindon.

Policy H3: Design of New Housing. Proposals for new housing in Cricklade must be designed in a way that integrates them well with the existing town and path network. Good quality and appropriate design that responds to the character of Cricklade will be required which means:

- Providing cycle and pedestrian routes with connectivity to existing adjacent areas; and
- The informal and varied nature of existing developments should be continued in new developments; and
- The height of new build should be in keeping with the elevations of any existing neighbouring properties, especially where the new development has a high visual impact; and
- Burgage plots should remain intact, and subdivision for separate dwellings will not normally be permitted. Infill sites should maintain the residential amenity of existing neighbours; and
- Open Space, play areas and hard landscaping will be required to be of a scale suited to the existing built form; and
- New housing will be required to provide private outdoor space with individual gardens or shared areas commensurate with the size and type of dwelling.

Policy H4: Housing Mix on Sites. Housing proposed for new developments should reflect the local need as evidenced by the Housing Needs Survey and the Second Public Consultation. New residential developments should therefore favour dwellings of 1, 2 or 3 bedrooms.

Policy H5: Affordable Housing. Proposals for development that result in a net gain of ten or more dwellings will be expected to provide a minimum of 40% affordable housing on the site. Proposals for development will consider local housing need and should normally provide a mix of tenure, including some affordable homes being for shared ownership or starter homes.

Policy H6: Local Connection and Strong Communities. Sites larger than five new open market dwellings should be offered to people with a local connection for one month prior to being offered for general sale. For this purpose the definition of Local Connection is - has lived in Cricklade for 3 of the last 5 years and is currently living here, or whose parents or children are currently living in Cricklade and have at least 5 years continuous residency or who has employment or a place of self-employment in the parish.

Policy H7: Housing for the Elderly. A range of housing options will be encouraged that promote and maintain housing choice and independence for local older people. Proposals for more care options will be supported if they are of a scale suited to the size and needs of Cricklade. The conversion or adaptation of an existing building or dwelling, including the sub-division of a dwelling, to enable occupancy by older or disabled persons will be supported where the proposed development accords with other policies in the Plan. Development proposals for new residential development of ten dwellings or more should address the local need for housing for older and disabled people as set out in the following design guidelines. The provision of single storey accommodation or other suitable housing types is generally encouraged so that housing can be adapted to lifetime changing needs or wheelchair use.

The following design criteria are sought for development for the elderly:

- Be located near local amenities and public transport links; and
- Feature ease of access for those with mobility, physical or sensory disabilities; and
- Adaptability and 'care aware' design which is ready for emerging telecare and telehealthcare technologies; and
- In communal accommodation, the provision of shared facilities and circulation spaces that encourages interaction; and
- Extra storage for belongings and mobility scooters; and
- Shared external areas such as 'home zones' that give priority to pedestrians and landscaping that introduces plants, trees, and the natural environment for people who may find it more difficult to get out to the countryside.

Policy H8: Nursing Home Provision. Support will be given for the development of a Nursing Home of a scale to suit local demand that complies with other policies of the development plan. Where affordable provision for local need is to be provided, the residential care/nursing home may be considered as an exception housing site and located unobtrusively adjacent to the settlement boundary.

Policy H9: Residential Car Parking. Residential development will be required to meet the Wiltshire Council parking standards. The design and landscaping of car parking should suit the character of the development and immediate area and minimise visual intrusion.

The following design guidelines should be complied with: Parking provision to the front of a dwelling should be designed to minimise the visual impact and keep some appearance of garden space; Communal parking areas should be kept small and serve no more than 6 homes; and Communal parking areas should integrate with the surrounding development and be low maintenance without loose surfacing materials.

Policy H10: Foul Water Management. Proposals for any development of more than one dwelling must submit confirmation from Thames Water that appropriate investigations have been undertaken, and agreement reached on the work necessary to accommodate the development, as part of the application for detailed planning consent. Proposals for any development of more than ten dwellings must submit the same information as part of the application for outline planning consent.

Policy H11: Flood Risk. Developments will be required to demonstrate they will not increase the risk of flooding to any surrounding sites or areas. Proposals for any development of more than one dwelling must submit confirmation from the Environment Agency that appropriate investigations have been undertaken, and agreement reached on the work necessary to accommodate the development, as part of the application for detailed planning consent. Proposals for any development of more than ten dwellings must submit the same information as part of the application for outline planning consent.

----- TRAFFIC AND TRANSPORT -----

Policy TT1: Traffic Impact. Development proposals will not be permitted where the impact is likely to increase HGV traffic in the town centre or through the town unless they include measures that effectively mitigate any traffic impacts, particularly on pedestrians, cyclists and other vulnerable road users.

Policy TT2: Traffic Calming. Support will be given to schemes that improve the road environment and safety, encourage walking and cycling and assist in enforcing the 20mph control. Areas that are considered particularly in need of traffic calming are: North Wall/High Street junction; High Street Clock roundabout; Forty/Purton Road junction; Thames Lane/Calcutt Street junction; Bath Road/West Mill Lane junction.

Policy TT3: Off-road routes in Cricklade. New residential developments must provide improved pedestrian and cycle routes to the town centre, schools, leisure centre and other facilities and put the emphasis on the pedestrian experience. The existing network of paths should be extended and improved wherever possible.

----- BUSINESS -----

Policy B1: The Primary Shopping Area within the Town Centre is shown on Figure 13. Within this area:

- A1 Retail Use will be promoted and change of use applications to A1 will be supported
- Change of use applications will not be supported that would result in the proportion of uses that are not residential (Class C) falling below 75% of the total unit frontages in the Primary Shopping Area.

Policy B2: The Town Centre Area is defined as shown on Figure 13 and within this area proposals for Class A1 – A4 retail, leisure and cultural uses will be permitted as well as services and other development that promotes tourism, as long as the proposed development maintains the viability and vitality of the Town Centre.

Policy B3: Town Centre Car Parking. Development that increases free parking availability close to the High Street will be supported.

Policy B4: Police Station Site. Support will be given to re-development of the Police Station subject to the development being of a design in keeping with the Conservation Area and immediate built environment, using traditional building materials. A significant part of the development should be commercial in nature with a ground floor retail frontage in keeping with the requirements of policy B1 and the defined Primary Shopping Area on the High Street.

Policy B5: Promotion of Business. Support will be given to new SME businesses that do not adversely affect residential amenity or increase HGV traffic generally. Proposals that support the development of tourism and a visitor economy will be particularly welcome.

Policy B6: The Chelworth Commercial Area is defined in Figure 14 and is surrounded by open countryside where policy 51 of the WCS applies as well as policies in the North Wiltshire Local Plan. Extensions to the Commercial Area will not be permitted in order to protect the landscape character of the countryside, the amenity of local residents and the Town Centre environment. Support will be given to conversions and change of use within the existing footprint of the Commercial Area that reduce the traffic and HGV impact of the development and enhance their countryside location.

----- LOOK AND FEEL -----

Policy LAF1: Public Open Space. Areas of Public Open Space shown in Figure 16 and referenced in the Audit of Public Open Space 2016 will be protected and maintained as Open space. Support will only be given for development on existing public open spaces if alternative provision of equal or better quality, size and accessibility is made and funded elsewhere within the town.

Policy LAF2: Allotments. New residential development of 10 dwellings or over will be required to provide land for allotments on the basis of a minimum of 50m² for every 10 dwellings and proportionate to this standard above 10 dwellings. Provision may be off site but must be accessible and on suitable horticultural land.

Policy LAF3: Provision of Public Open Space. Open space required to be provided in development proposals shall be of a good quality, clearly defined and accommodate any identified need for more play areas for younger and older children. Developers should put in place financial arrangements to ensure the ongoing maintenance and upkeep of the facility. Improvement to existing open space and provision of play facilities may be an acceptable alternative in situations where development is located near to existing open space.

Policy LAF4: Local Green Space. The following sites shown on figure 17 and listed below are designated as Local Green Space and development will therefore not be permitted. A. Field between Hallsfield and River Thames; B. St Sampson's Churchyard, Bath Road; C. Abingdon Court Farm and Hatchetts, Thames Lane; D. Long Close and Hall Close, North Wall; E. Waylands and Saxons Rest, High Street

Policy LAF5: SUSTRANS Cycleway 45 and Thames Path National Trail. The Local and Tourist benefits of the long distance cycle and pedestrian routes are recognised, and development that enhances and promotes them and is consistent with other policies in this Plan will be encouraged.

Policy LAF6: Cricklade Canal. The development of the canal in Cricklade should include tourism and leisure uses. Pedestrian and cycle connectivity to the town centre should be a priority to ensure the economic benefits are retained in the town.

Policy LAF7: Swindon and Cricklade Railway. The development of the railway in Cricklade should include tourism and leisure uses. Pedestrian and cycle connectivity to the town centre should be a priority to ensure that economic benefits are retained in the town. Any restoration of the route should ensure that the National Cycle Route 45 which follows the route of the railway line is protected.

Policy LAF8: Community Facilities. Change of use or redevelopment of Registered Assets of Community Value and the Community Facilities listed in Figure 18 are expected to maintain and improve where possible the existing community use of the facility. Proposals that remove or reduce the community use will not be permitted unless the non-viability of that use has been demonstrated.