

Swindon Borough Council

Planning Committee

Tuesday, 14 January 2020

Council Chamber, Civic Offices

At 6.00 p.m.

Conservative Councillors

Timothy Swinyard (Chair)
Alan Bishop
Nick Burns-Howell
Malcolm Davies
Robert Jandy
Jenny Jefferies
Nick Martin
Vera Tomlinson

Labour Councillors

John Ballman
Paul Dixon
Steph Exell
James Robbins
Carol Shelley
Peter Watts

Liberal Democrat Councillors

Stan Pajak

Committee Officer: Shaun Banks (Telephone 07980 752047)
email:sbanks@swindon.gov.uk

Swindon Borough Council can be contacted at the Civic Offices, Euclid Street,
Swindon, SN1 2JH (Telephone 01793 445500)

Access Arrangements - The venue is wheelchair accessible and an infrared receiver hearing system is provided. If you have any special requirements to enable you to attend the meeting or would like to receive any of the pages contained in this agenda in a larger print size, please contact the Committee Officer as soon as possible prior to the date of the meeting.

AGENDA

1. Apologies for Absence

2. Declarations of Interest

Members are reminded that at the start of the meeting they should declare any known interests in any matter to be considered, and also during the meeting if it becomes apparent that they have an interest in the matters being discussed.

3. Minutes (Pages 3 - 14)

To receive the minutes of the meeting held on 12th November and 2nd December 2019.

4. Public Question Time

See explanatory note below. Please phone the Committee Officer whose name and number appears at the top of this agenda if you need further guidance.

5. **Determination of Planning and Related Applications** (Pages 15 - 18)
6. **S/RES/18/0027/JABU Reserved matters application (following outline planning permission S/07/1365) for the demolition of existing stadium and construction of a new stadium, racing building, training kennels, new stands, acoustic barrier, car parking and associated development including minor access works to western access and laying out of open space/linear park. (Amended Proposals) (Modification to reserved matters approval reference S/RES/16/0036) (Ward St. Andrews) (HPRS&H)** (Pages 19 - 58)

Date of Despatch: 06 January 2020

Public Question Time - Swindon Borough Council remains committed to increasing its accountability to the public and to promoting active citizenship. 15 minutes will be allowed at the start of all Council meetings for questions to the Chair from the public about the work of the Committee (except for confidential matters, and matters relating to planning and licensing applications). We will give priority to those who submit questions in writing at least two days before the meeting. Questions must be relevant, clear, and concise. You may not use Public Question Time as an opportunity to make speeches or statements.

Questions in writing should be sent to the Committee Officer whose contact details appear on the agenda above or to the Director of Law and Democratic Services, we will publish it, along with the answer, alongside the Minutes. The process associated with asking a public question is set out in the "Public Question Time at Council Meetings Protocol and Guidance" available on the Council's Website.

(<http://www5.swindon.gov.uk/moderngov/ecCatDisplay.aspx?sched=doc&cat=13338&path=0>) or from the Committee Officer named above.

PLANNING COMMITTEE

TUESDAY, 12 NOVEMBER 2019

PRESENT: - Councillors Timothy Swinyard (Chair), John Ballman, Alan Bishop, Nick Burns-Howell, Malcolm Davies, Paul Dixon, Steph Exell, Robert Jandy, Jenny Jefferies, Nick Martin, Stan Pajak, Carol Shelley, Vera Tomlinson and Peter Watts.

An apology for absence were received from Councillor Jim Robbins.

42. Councillor Jane Milner-Barry

The Chair welcomed Councillor Carol Shelley as a member of the Planning Committee and thanked Councillor Jane Milner-Barry for her service on the Committee and her contribution to its work.

43. Declarations of Interest

The Chair reminded Councillors to declare any known interests in any of the matters to be considered by the Committee.

Councillor Stan Pajak made a personal and non-prejudicial declaration of interest in respect of all applications on the agenda as he was standing as a Parliamentary candidate in the forthcoming General Election.

44. Minutes

Resolved – That the minutes of the meeting held on 8th October 2019, be confirmed and signed.

45. Public Question Time

Mr Gary Llewellyn (Highworth resident) asked a public question in respect of work being undertaken at Highworth Golf Course. Officers, on behalf of the Chair, responded at the meeting.

Mr Gary Llewellyn (Highworth resident) asked a public question seeking clarification as to whether Planning related National Space Standards had been adopted by the Borough. The Chair responded at the meeting.

46. S/19/1186/CHHO - Erection of 2no. dwellings with vehicle parking and associated works, Hillsborough, Marlborough Road, Chiseldon.

In respect of application numbered S/19/1186/CHHO - Erection of 2no. dwellings with vehicle parking and associated works, Hillsborough, Marlborough Road, Chiseldon) the Committee considered: -

- (a) An application for permission to develop;
- (b) Recommendations of the Head of Planning, Regulatory Services and Heritage;
- (c) The views of interested persons set out in the report circulated with

- the Committee Agenda;
- (d) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Glen Mills	Agent

Councillors Stan Pajak, Carol Shelley and Peter Watts spoke in respect of this application.

Submissions in support of the application can be broadly summarised as:

- There should be a presumption in favour of the grant of the application as the Council could not demonstrate a five year supply of housing land in accordance with Paragraph 11 of the NPPF.
- That the proposed development was sustainable and helped address the shortfall in the five year housing land supply and in accordance with the NPPF should be considered as sustainable development.
- The dwellings proposed were designed to minimise any overlooking of adjoining properties including the inclusion of a blank gable wall.
- The proposed development was not out of character with nearby properties.
- That backland developments to existing properties by their nature can add value to local communities.
- No response had been received from representations made to the Council's AONB officer.
- The size and materials of the proposed development were in character to the existing dwelling.
- Houses on the other side of the road should be of more concerns due to their nature and also because they were on a plateau of the AONB whereas the proposed development would not affect the AONB as it was part way down Plough Hill and consisted of mature planting.
- A five bedroom development including dormer windows had been given retrospective planning permission despite having no resemblance nearby dwellings.
- The nearby Manor development of 11 dwellings offered resemblance to nearby dwellings.
- The cedar tree which is a metre and a half from the dwelling was only made the subject of a TPO following the application being submitted.

Submissions opposing the application can be broadly summarised as:

- The application before Members had previously been refused and had subsequently been resubmitted and was broadly similar to the refused application.
- The application was for 2 pitched roof residential dwellings, 1.5 storeys in height within the residential curtilage of the existing residential site.
- The site which formed the garden curtilage of the host dwelling at Hillsborough was located outside but adjacent to the defined Chiseldon settlement boundary as identified within the Swindon Borough Council Local Plan 2026 Policies Map.

- The site was also located within the North Wessex Downs Area of Outstanding Natural Beauty and the Down Plain Landscape Character Area.
- The development if permitted would be out of character with the residential dwellings on Marlborough Road and would have a negative impact on the amenity of the existing property and upon neighbouring properties including the loss of privacy arising from the removal of trees overlooking and an increase in the level of noise.
- The development would give rise to harm to a cedar tree on site which is the subject of a Tree Preservation Order and did not meet Policy SD2 as it was located outside the Chisledon (rural settlement boundary).
- The loss of landscaping would be contrary to Policy EN5 of the Adopted Swindon Borough Local Plan 2026. The application was not supported by an Arboriculture Impact Assessment as required by Policy EN1. Pruning to accommodate the development would significantly reduce screening to nearby properties

Resolved – That application S/19/1186/CHHO be refused for the reasons set out within the report.

Councillor Jenny Jefferies joined the meeting following the consideration of this item having taken no part in the discussion or voting thereon.

47. S/18/0447 - Erection of 10 dwellings, Conversion of existing store to provide 2 dwellings and associated works, 13 Cricklade Street, Old Town, Swindon SN1 3EZ

In respect of application numbered S/18/0447 - Erection of 10 dwellings, Conversion of existing store to provide 2 dwellings and associated works, 13 Cricklade Street, Old Town, Swindon SN1 3EZ the Committee considered: -

- An application for permission to develop;
- Recommendations of the Head of Planning, Regulatory Services and Heritage;
- The views of interested persons set out in the report circulated with the Committee Agenda;
- The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Garry Llewellyn	Agent

Councillors Nick Burns-Howell, Malcolm Davies, Paul Dixon, Stan Pajak and Peter Watts spoke in respect of this application.

Submissions in support of the application can be broadly summarised as:

- The application was for the demolition of existing buildings on site, the conversion of one dwelling, the old chapel, and construction of 10 dwellings on the former Poe Builders site.
- The ground levels of the site would be reduced by approximately ½ metre.
- There would be 12 car parking spaces provided on site, which was a shortfall of 2 spaces, and residents moving into the development would not be eligible to apply for residents parking permits.

- The new dwellings comprised four one bedroom flats, two two bedroom flats and four two bedroom houses, with cycle and bin storage sited to minimise its impact on the surrounding area, conservation area and the existing view of Christ Church.
- The development would be constructed from bricks and timber.
- Vehicular access to the site would be widened to improve visibility when accessing and egressing the site with the existing wall being demolished and set back about one metre and being rebuilt in similar materials.
- That the development would be liable for CIL payments.
- The development complied with the Council's Development Plan and was acceptable in planning, design, highways conservation and environmental terms.
- The application which was submitted in March 2018 had addressed a number of concerns raised as part of the consultation process.
- Conditions 12 and 14 addressed highway concerns and access on egress from the site with conditions 13 -17 addressing car parking issues.
- Drainage concerns had been addressed through conditions 18 and 19.

Submissions opposing the application can be broadly summarised as:

- There was a shortfall of 2 spaces on the development and new residents would not be eligible for a resident parking permit and the pressure this might have on future parking standards.
- The possible use of Christchurch car park by residents of the proposed development.
- There were concerns as to the possible lack of natural light and that the dwellings were not large enough.
- The proximity of the development to Cricklade Court.

Resolved – That application S/18/0447 be granted subject to the conditions set out in the report.

48. S/19/0946 - Change of use of Former Telephone Exchange (Sui Generis) to 7 Apartments (Class C3) and associated works, Former Telephone Exchange, Fire Fly Avenue, Swindon

In respect of application numbered S/19/0946 - Change of use of Former Telephone Exchange (Sui Generis) to 7 Apartments (Class C3) and associated works, Former Telephone Exchange, Fire Fly Avenue, Swindon the Committee considered: -

- (a) An application for permission to develop;
- (b) Recommendations of the Head of Planning, Regulatory Services and Heritage;
- (c) The views of interested persons set out in the report circulated with the Committee Agenda;
- (d) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Paul Exell	Parish Council

Councillors Alan Bishop, Nick Burns-Howell, Paul Dixon, Steph Exell, Stan Pajak and Peter Watts spoke in respect of this application.

Submissions in support of the application can be broadly summarised as:

- The application was to convert the existing former telephone exchange into seven apartments, comprising 6, one bed flats and one two bed flat.
- Cycle storage in excess of minimum standards was provided although this was accessed via the pedestrian tunnel. A condition allow access to the storage area at all times prior to occupation of the building would be required.
- There were no highways or environmental health objections to the application.
- The site being close to facilities and bus routes was considered to be sustainable.

Submissions opposing the application can be broadly summarised as:

- Lack of parking provision associated with the development as no parking spaces were allocated to the flats when the expected provision would be 10 spaces.
- The site is located within the Railway Works Conservation Area, and is opposite to and forms part of the setting to the Railway Village Conservation Area. The site is adjacent to and part of the group of railway buildings which form a collective, such as being adjacent to the Swindon Works Main Office (Grade GII) opposite the carriage works and trimming Shop (both Grade II listed).
- There is potential for overlooking and loss of privacy to nearby properties and a concern about the proposed works and the need to control hours of working and mitigation of noise and dust during business hours.
- Concerns were raised regarding the need assurance that any asbestos is properly dealt with and that access to other buildings will not be affected during construction.
- Access for emergency services and delivery vans to the building needed to be addressed.
- There was concern as to whether the proposed application was an overdevelopment of the site.
- The building was situated within a conservation area and Paragraph 97 of the NPPF should be considered when assessing the impact on the character of the conservation area.
- The Parish Council was minded to echo the concerns of the conservation officer set out within the report.
- The application represented an overdevelopment of the site with too many flats for the building with a reduction in number of flats permitting the removal of the outdoors stairs for relocation within the fabric of the building.
- The historical integrity of the building would be compromised and external alterations and external staircase did not take into account the context or nature of the surrounding area.
- The building had not been used since 1986 and so neighbouring properties would suffer a loss of privacy.
- The design of the application was flawed on a number of issues including access to the cycle store and access to the first floor via a single external metal staircase which ran past one of the flats reducing privacy and would cause unacceptable noise in the evening.

- The location of the bin storage meant residents would need to transport their rubbish bins 70 metres for collection.

Resolved - That application S/19/0946 be refused.

Reasons

1. The proposed conversion includes the provision of a new external staircase around two sides of the building which represents an incongruous feature that detracts from the simple architectural appearance of the building and would be harmful to the significance of this part of the Railway Works Conservation Area. The proposed development would therefore be contrary to policy DE1 and EN10 of the adopted Swindon Borough Local Plan 2026 (2015), the adopted Swindon Residential Design Guide SPD 2016 and the NPPF.
2. The proposed external access arrangements to the proposed apartments would result in an unacceptable level of amenity to future occupiers as residents and visitors would walk past serving bedroom windows of other flats at very close quarters, contrary to policy DE1 of the adopted Swindon Borough Local Plan 2026 (2015) and the adopted Swindon Residential Design Guide SPD 2016 and the NPPF.
3. The proposed provision for cycle storage is poorly located in that it is currently only accessible between 7am and 9pm daily because gates separating the cycle storage to the flats they serve is locked shut outside of those hours. Given the accommodation makes no provision for car parking for its occupants and is located some distance from a public highway, the lack of accessibility to a full range of conveniently located alternative means of transport is therefore contrary to policy DE1, TR1 and TR2 of the adopted Swindon Borough Local Plan 2026 (2015) The adopted Technical guidance on Parking Standards 2007 SPD, the adopted Swindon Residential Design Guide SPD 2016 and the NPPF.

(Councillor John Ballman made a personal and non-prejudicial declaration of interest in respect of this application as he considered the application in his capacity as a Parish Councillor and took no part in the discussion and voting thereon.)

49. S/19/0742/SASM - Erection of 1no. dwelling and associated works, Land Adjoining, 22 Dunley Close, Swindon

In respect of application numbered S/19/0742/SASM - Erection of 1no. dwelling and associated works, Land Adjoining, 22 Dunley Close, Swindon the Committee considered: -

- (a) An application for permission to develop;
- (b) Recommendations of the Head of Planning, Regulatory Services and Heritage;
- (c) The views of interested persons set out in the report circulated with the Committee Agenda;
- (d) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Chris Westlake	Local Resident

Councillors Alan Bishop, Nick Burns-Howell, Stan Pajak, Vera Tomlinson and Peter Watts spoke in respect of this application.

Submissions in support of the application can be broadly summarised as:

- The application had been resubmitted following a refusal made under delegated authority on the grounds that the proposed development, by virtue of its scale, siting and position of windows would result in an intensive, and dominant development form, causing harm to the amenity of the neighbouring property (No. 32 Dunley Close) in terms of its visual dominance, inadequate separation distance and loss of privacy contrary to Policy DE1 of the adopted Swindon Borough Local Plan 2026, the adopted Swindon Residential Design Guide (2016) and the NPPF (2019).
- The application was for the erection of a two storey detached dwelling in land to the side of 22 Dunley Close set down from the ridge height of the three storey dwelling at no.22 (the applicant's dwelling) by some 0.8 metre.
- The boundary of the existing house will be subdivided by means of a 1.8-metre close boarded fence as outlined on the Site Plan (S/19/1291/02 rev A). Two separate rear gardens will be provided along with two parking spaces per dwelling (one within the existing garage of no.22). Adequate manoeuvring space is provided.
- Dunley Close comprises of a mixture of house styles built at a relatively high density. The proposal site forms part of the curtilage of 22 Dunley Close, a semi-detached house. The site is accessed from Dunley Close to the rear by an existing vehicle access and bordered by a wall. The front of the property faces a path and landscaped area.
- The application reflected the character of the frontage of nearby dwellings.
- The distance between dwellings met the necessary 12 metre standard and there was no loss of amenity to adjacent properties.
- Car parking provision meets the necessary standards providing two car parking spaces.

Submissions opposing the application can be broadly summarised as:

- The plot size was too small for proposed development with a lack of garden space.
- Existing parking issues at Dunley Close will be exacerbated by the development of additional housing.
- The distance between properties was actually 11.8 metres and therefore was unsuitable for development.
- There would be a loss of sunlight from 2:00pm in the afternoon.
- There were already a number of local vehicles parking on the street and further development would heighten this problem and safety issues associated with this, including access for emergency vehicles.
- The applicant already had six vehicles parking in the vicinity.
- The proposed development would cause overshadowing and loss of amenity to neighbouring properties.
- The application did not accurately reflect the proposed development and inaccuracies included loss of trees and hedges, not showing a watercourse to the north of the property and incorrect measurements.

- The development as proposed would require accessing a neighbouring property during development.
- All local residents opposed the application and the land in question was unsuitable due to its size and location.
- The Parish Council unanimously opposed the application.

Resolved – That application S/19/0742/SASM be deferred in order to allow officers to liaise with the applicant in respect of the accuracy of information contained within the application.

Councillor Vera Tomlinson made a personal and non-prejudicial declaration of interest in respect of this application and took no part in the voting thereon. Councillor Tomlinson noted that as she had considered the application in her capacity as a Parish Councillor serving on the Parish Council Planning Sub-Committee and that she was representing the views of the Parish Council at this meeting.

PLANNING COMMITTEE

MONDAY, 2 DECEMBER 2019

PRESENT: - Councillors Timothy Swinyard (Chair), John Ballman, Nick Burns-Howell, Malcolm Davies, Steph Exell, Robert Jandy, Jenny Jefferies, Nick Martin, James Robbins, Vera Tomlinson and Peter Watts.

Apologies for absence were received from Councillors Alan Bishop, Paul Dixon, Stan Pajak and Carol Shelley.

50. Minutes Silence

The Committee held a minutes silence in memory of Councillor Des Moffatt.

51. Declarations of Interest

The Chair reminded Councillors to declare any known interests in any of the matters to be considered by the Committee. No such declarations were made.

52. Public Question Time

There were no public questions

53. S/19/0703 - The construction of a new road, to link the A419 Commonhead Roundabout to the proposed New Eastern Villages (NEV) development including improvements to the existing Commonhead Roundabout and Pack Hill, new junctions with Pack Hill, The Marsh and Wanborough Road, new footway/cycleway and associated earthworks, drainage works and landscaping. (Land East Of The A419, Between Commonhead Roundabout And Land North Of Wanborough Road, Swindon)

In respect of application numbered S/19/0703 - The construction of a new road, to link the A419 Commonhead Roundabout to the proposed New Eastern Villages (NEV) development including improvements to the existing Commonhead Roundabout and Pack Hill, new junctions with Pack Hill, The Marsh and Wanborough Road, new footway/cycleway and associated earthworks, drainage works and landscaping. (Land East Of The A419, Between Commonhead Roundabout And Land North Of Wanborough Road, Swindon) the Committee considered: -

- (a) An application for permission to construct a new road;
- (b) Recommendations of the Head of Planning, Regulatory Services and Heritage;
- (c) The views of interested persons set out in the report circulated with the Committee Agenda;
- (d) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Councillor Gary Sumner	Swindon Borough Council

Sam Howell

On behalf of the Applicant (Swindon Borough Council)

Councillor Russell Holland Ward Councillor

Councillors John Ballman and Nick Burns-Howell spoke in respect of this application.

Submissions in support of the application can be broadly summarised as:

- The proposed road would link the New Eastern Villages development with the Commonhead Junction and formed part of the strategic transport package for the New Eastern Villages, as identified in Policy NC3 of the Local Plan.
- The New Eastern Villages planned to deliver approximately 8,000 homes, 40 hectares of employment land and associated retail, community, education and leisure facilities.
- The supplementary planning document identified the crucial role of the Southern Connector Road in the delivery of the New Eastern Villages.
- The application was submitted in April 2019 and amended following consultation on the application with further consultations undertaken in July and September 2019.
- The Southern Connector Road comprised a single carriageway road approximately 7.3 metres wide and approximately 2.5km in length between the proposed Foxbridge village and the Commonhead Junction.
- The development of a single carriageway was intended to discourage strategic use.
- The proposed Southern Connector Road would incorporate a segregated pedestrian/cycle path on the north/east side of the carriageway and pedestrian route on the east/west side. Provision has also been made to ensure the existing Rights of Way link on their current alignment.
- Drainage proposals for the proposed SCR comprise a new bridge across Liden Brook, as well as a number of culverts over existing watercourses. In addition to this, a series of swales, attenuation ponds and outfalls are proposed along its length.
- Discussions were on-going with Highways England in respect of outstanding highways matters.
- A comprehensive Environmental Statement and associated Assessments had been undertaken and had identified some less than substantial harm to the significance of heritage assets through development within their setting and the loss of a veteran tree landscaping. In accordance with the NPPF, including Paragraphs 175 and 196, the public benefits arising from the scheme would clearly outweigh the identified loss of harm. Measures to minimise and/or limit any impact on the local environment, including the Area of Outstanding Natural Beauty had been considered through the design and landscaping scheme or had been included in the form of conditions.
- The application was in accordance with the National Planning Policy Framework and the Local Plan.
- The Southern Connector Road formed part of a carefully considered highways improvement plan.
- The proposed application including provision for footpaths and cycleways.
- The application formed part of Swindon's sustainable development strategy and also including a substantial tree planting programme and would not prejudice the delivery of the Wiltshire and Berkshire Canal.

No verbal representations opposing the application were made at the meeting however a number of landowners had raised objections in relation to the location, design of the application and access to adjoining land.

Resolved - That the Head of Planning, Regulatory Services and Heritage be authorised to grant planning permission subject to:

(a) The planning conditions set out in this report, with delegated authority to make reasonable amendments, additions or omissions to those conditions before issuing formal consent as may be necessary; and,

(b) The agreement of strategic highway matters with Highways England, as outlined within Paragraph 8.44 of this report.

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Determination of Planning and related Applications

Planning Committee

Date: 14th January 2020

Author: Head of Planning, Regulatory Services and Heritage

Wards: All Wards

Parishes Affected: All Parish Area

1. Purpose and Reasons

- 1.1 To determine the planning and related applications in the Committee reports that follow this report in the Committee Agenda, as may be amended by an additional information sheet circulated before the meeting

2. Recommendations

The Committee is recommended to:

- 2.1.1 determine the applications set out in the Committee agenda in accordance with the recommendations set out in the reports, including, where relevant, the additional information.

3. Alternative Options

- 3.1 The Committee could choose not to determine the Planning applications

4. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 4.1 There would be financial implications if, following a refusal to grant planning permission or the grant of conditional permission, costs are awarded against the Council on appeal. However, this would only happen if the Council was adjudged to have acted unreasonably

Legal and Human Rights Implications

- 4.2 There are no staffing implications. No comments have been received from relevant trade unions, unless specified in the attached schedule.
- 4.3 Human Rights considerations have been taken into account in compiling the reports. It is considered that the recommendations of the reports are compatible with Convention rights and that in accordance with the principle of proportionality any interference with the Convention rights of individuals is justified by the overall benefit to the community.

5. Appendices

- 5.1 Appendix 1 - Documents which may be relied on in the preparation of the application reports

Further information on the subject of this report can be obtained from Shaun Banks, (07980752047) sbanks@swindon.gov.uk.

Determination of Planning and related Applications

Planning Committee

Date: 14th January 2020

5.2 Planning and related applications reported to this Committee for the first time.

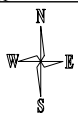
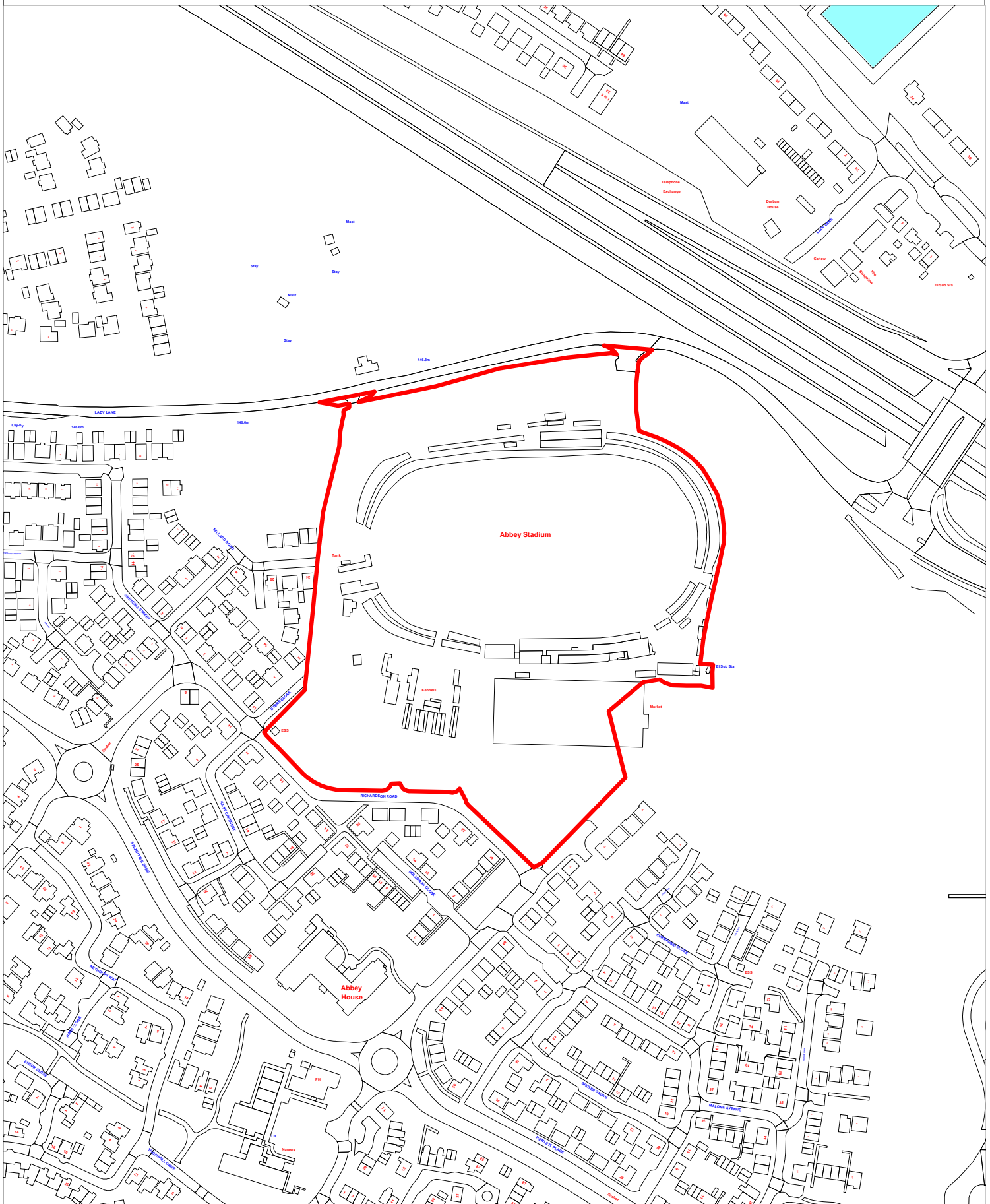
APPENDIX 1

DOCUMENTS WHICH MAY BE RELIED ON IN THE PREPARATION OF THE APPLICATION REPORTS

1. The approved Development Plan, consisting of
 - Swindon Borough Local Plan 2026, (2015), and the Swindon Borough Local Plan 2026 Policies Map (2015)
 - Wiltshire and Swindon Minerals Core Strategy, (2009)
 - Wiltshire and Swindon Minerals Development Control Policies DPD (2009)
 - Wiltshire and Swindon Aggregate Minerals Site Allocations Local Plan, (2013)
 - Wiltshire and Swindon Waste Core Strategy, (2009)
 - Wiltshire and Swindon Waste Development Control Policies DPD, (2009)
 - Wiltshire and Swindon Waste Site Allocations Local Plan, (2013)
 - Swindon Central Area Action Plan, (2009)
 - Wroughton Neighbourhood Plan (2016): for applications in Wroughton Parish
 - Highworth Neighbourhood Plan (2017): for applications in Highworth Parish
 - South Marston Neighbourhood Plan (2017) for applications in South Marston Parish
 - Hannington Neighbourhood Plan (2108) for applications in Hannington
2. Adopted Supplementary Planning Guidance Notes, Supplementary Planning Documents and Development Control Guidance Notes
3. The National Planning Policy Framework, (2018); and policy statements, guidance and DCLG circulars that support the National Planning Policy Framework
4. Ministerial Statements and other guidance material to the consideration of applications
5. Relevant appeal decisions and case law
6. Relevant planning history, case files and related correspondence including the views of statutory consultees
7. Any emerging relevant Development Plan Documents

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Reserved matters application (following outline planning permission S/07/1365) for the demolition of existing stadium and construction of a new stadium, racing building, training kennels, new stands, acoustic barrier, car parking and associated development including minor access works to western access and laying out of open space/linear park.
(Modification to reserved matters approval reference S/RES/16/0036)
Abbey Stadium Lady Lane Swindon SN2 4DN



This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

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S/RES/18/0027

Reserved matters application (following outline planning permission S/07/1365) for the demolition of existing stadium and construction of a new stadium, racing building, training kennels, new stands, acoustic barrier, car parking and associated development including minor access works to western access and laying out of open space/linear park.

(Modification to reserved matters approval reference S/RES/16/0036)

Abbey Stadium Lady Lane Swindon SN2 4DN

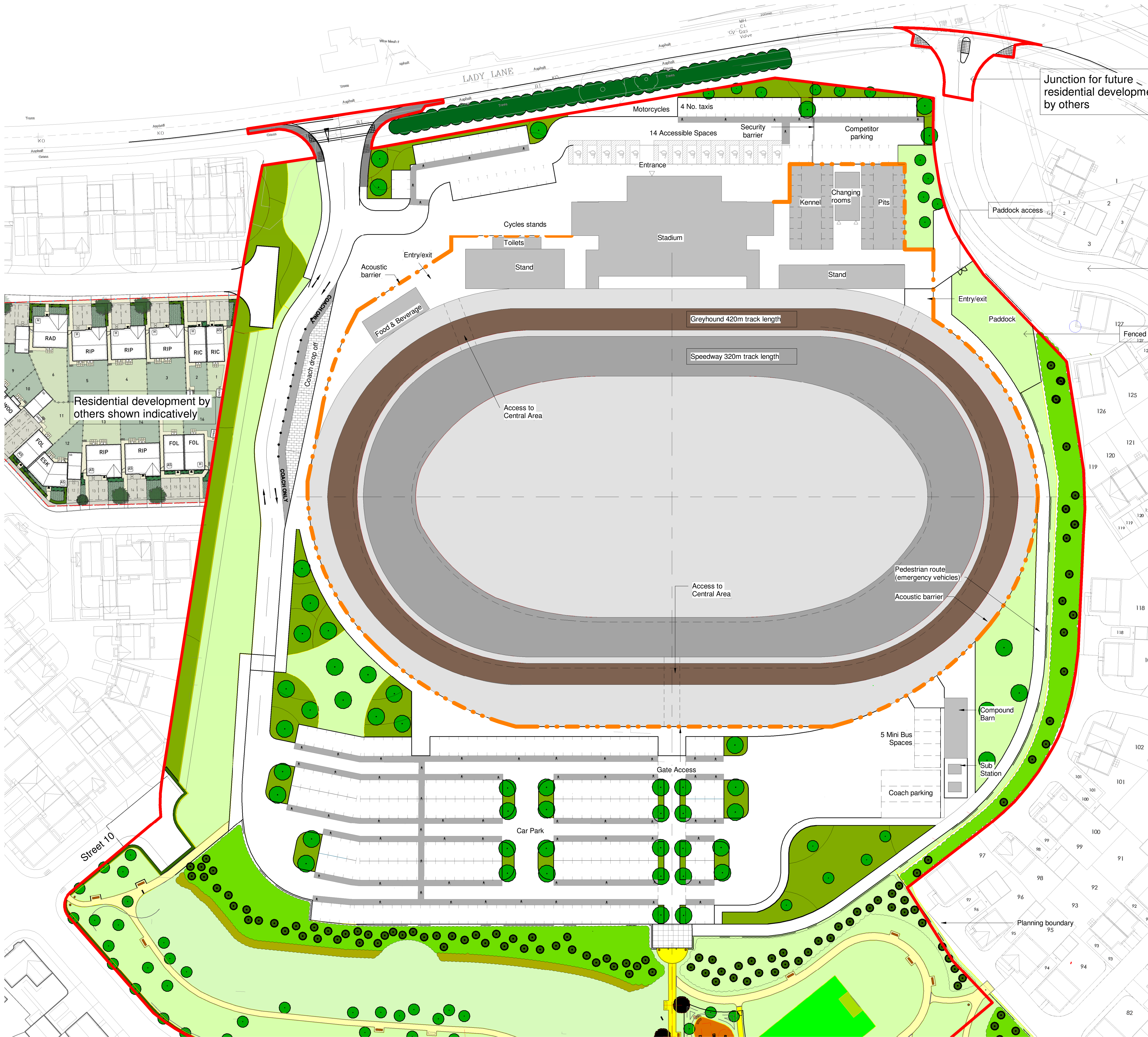


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.

In all cases references should be made to the submitted plans.

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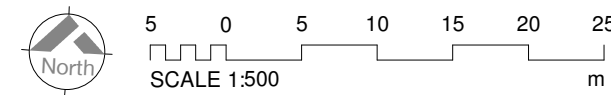
Notes
This drawing may be scaled for the purposes of Planning Applications, Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy, it may not be scaled for construction purposes.
Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be used in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.

Parking Schedule

252 spectator spaces
14 accessible spaces
20 competitor spaces
4 taxi spaces
Total of 290 car spaces
3 coach spaces
5 minibus spaces

I	14.08.19	RG	Highways and landscape amended	PB
H	09.08.19	JP	Parking numbers reduced to 290. Road markings added	JP
G	15.07.19	JP	Taxi spaces added and competitor parking reduced	PB
F	15.07.19	JP	Highways and landscape amended to LA comments	PB
E	06.06.19	JP	Updated landscape added	PB
D	21.05.19	JP	Linear Park link added. Paddock fence added	PB
C	01.04.19	JP	Parking amended	PB
B	25.03.19	JP	Amended from meeting with AB & JB	PB
A	15.03.19	JP	Amended as client comments	PB

Rev	Date	Init	Notes	Chkd
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Client

Drawing Originator

AWW inspired environments
London - 106 Weston Street London SE1 3QB 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 4LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HX 01752 261 282
RIBA Chartered Practice www.aww-uk.com

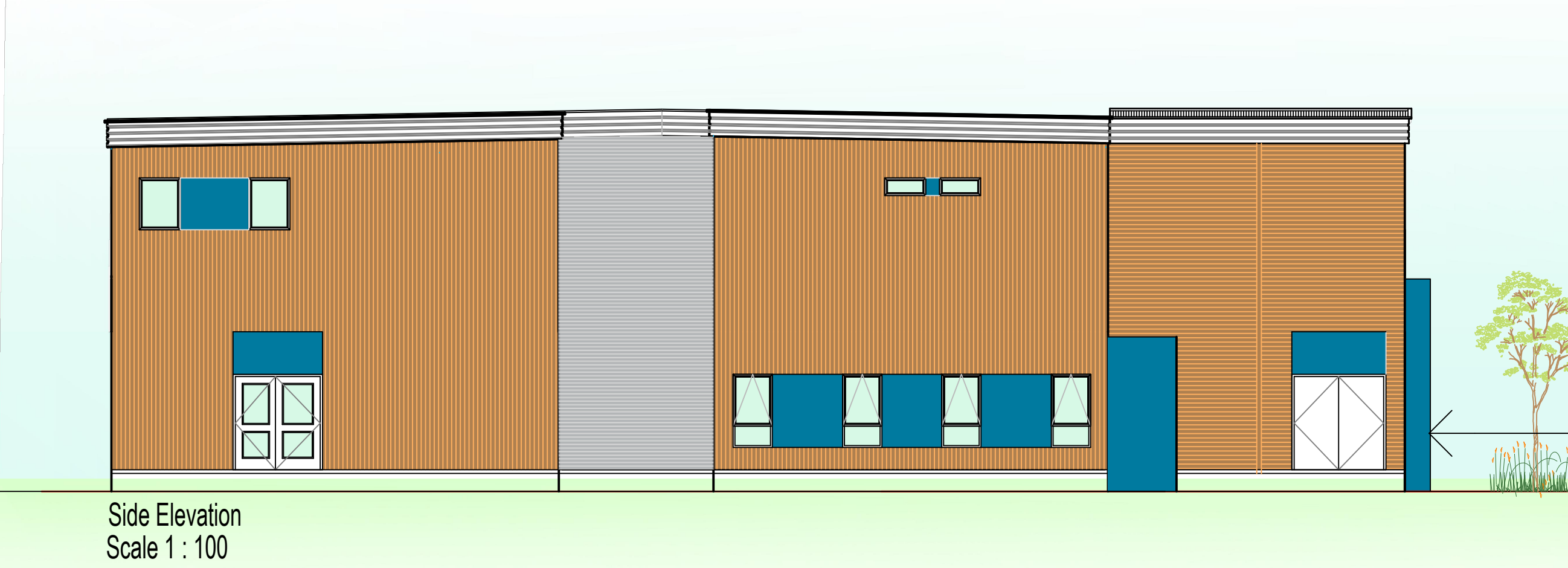
Project Title
**Abbey Stadium
Blunsdon
Swindon**

Drawing Title
Alternative Site Layout

Scale	Sheet	Drawn	Checked	Date
1 : 500	A1	JP	PB	14.03.19

Status	Project No.	
Preliminary	3320	
Drawing Reference	Drawing No.	Revision
	0160	I

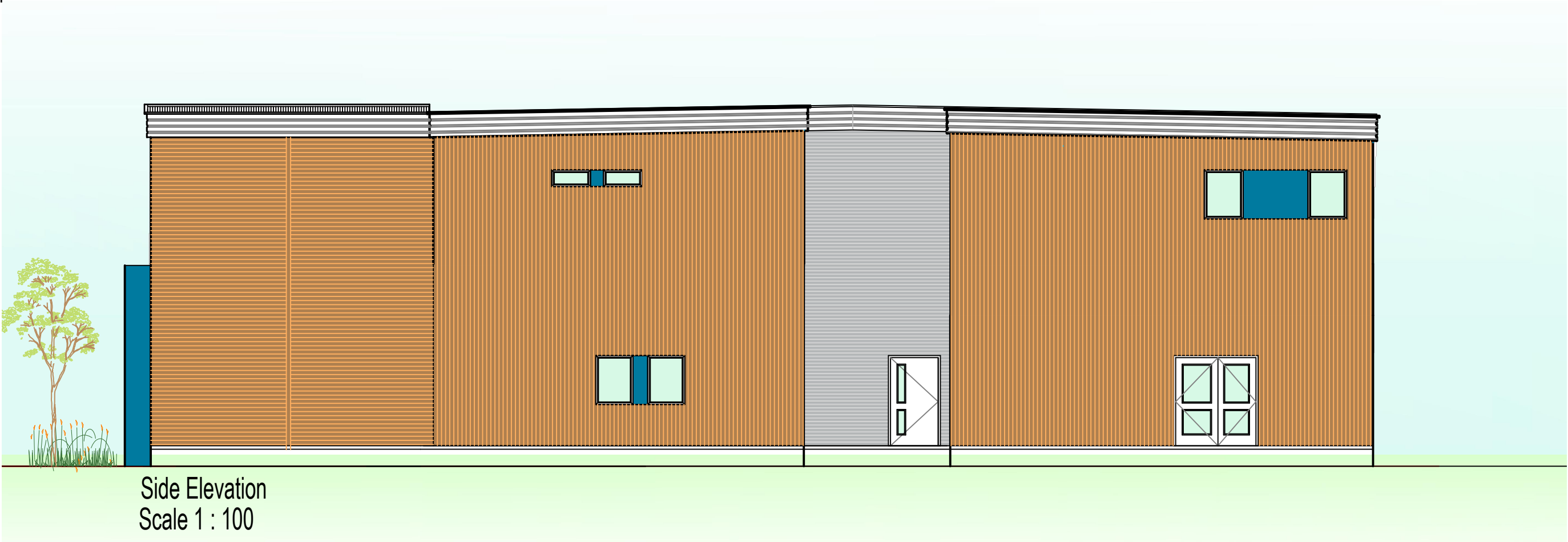
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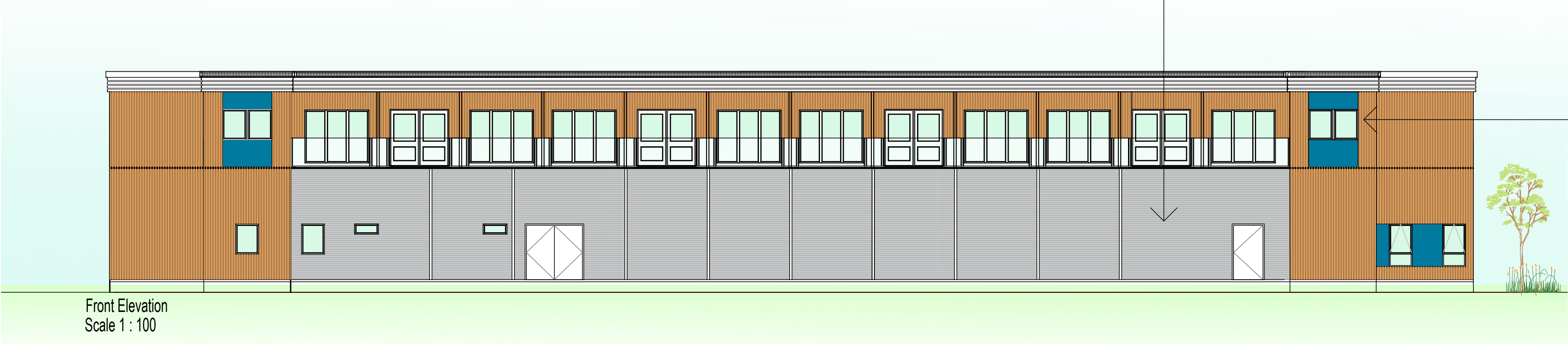
Side Elevation
Scale 1 : 100



Rear Elevation
Scale 1 : 100



Side Elevation
Scale 1 : 100



Front Elevation
Scale 1 : 100

- REGATTA BLUE - 18-E-53
- MERLIN GREY - 18-B-25
- THERMOWOOD



COLOURED ENTRANCE
FACADE FEATURES
TIMBER CLADDING



MICRO RIB CLADDING



COLOURED ACCENT
PANELLING

THESE DRAWINGS ARE WERNICK'S COPYRIGHT AND MAY NOT BE REPRODUCED. FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED MEASUREMENTS.

REVISIONS	DATE	INL	CHD

NOTES

**PRELIMINARY
DRAWING
NOT TO BE USED FOR
CONSTRUCTION
UNTIL "APPROVED
FOR CONSTRUCTION"
STAMP IS APPLIED**

Wernick
BUILDINGS
TECHNICAL SERVICES DEPARTMENT
Kenfig Industrial Estate, Margam,
Port Talbot, SA13 2PE
Tel: 01656 747340
Fax: 01656 747375
e-mail: technical@wernick.co.uk
Web-site: www.wernick.co.uk

CLIENT
GAMING INTERNATIONAL Ltd

PROJECT TITLE
**ABBEY STADIUM
BLUNSDON
SWINDON**

DRAWING TITLE
Elevations

DRAWN MB	CHECKED	USER
ORIGINAL SCALE 1:100	DATE 05/01/18	
CONTRACT NO.	DRAWING NO. 9774/3/003	

Wernick
GROUP
WB525

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General

All planting operations shall conform to the requirements of BS4428

All trees & plants shall be of local provenance & comply with the requirements of BS3936

All horticultural sundries including herbicides shall be applied / fitted in accordance with manufacturers' instructions.

All trees & plants shall be thoroughly watered after planting and kept watered during hot, dry weather.

Services / Utilities

Prior to commencement of works the location of overground and underground utilities shall be confirmed by the **contractor** where any conflicts with the landscape proposals shall be assessed and amendments to accommodate these agreed.

Soils

Imported soils shall fully comply with the requirements of BS3882 for General Landscape Purposes and shall be:

- from an as dug source - screened and manufactured soils shall not be allowed
- free of stones greater than 75mm in any one dimension
- free of pernicious weeds
- accompanied by a source and test certificate

Formation grades shall be free of deleterious materials, rubbish, debris, plant material and shall be freely draining for which purpose an allowance shall be made for ripping the substrate to a depth of 500mm

Minimum soil depths shall be as follows;
 For EHS & HS Trees: 750mm cu pits
 For Feathered Trees: 500mm cu pits
 For Shrubs and Groundcovers: 450mm depth
 Grassed Areas: Min 150mm depth

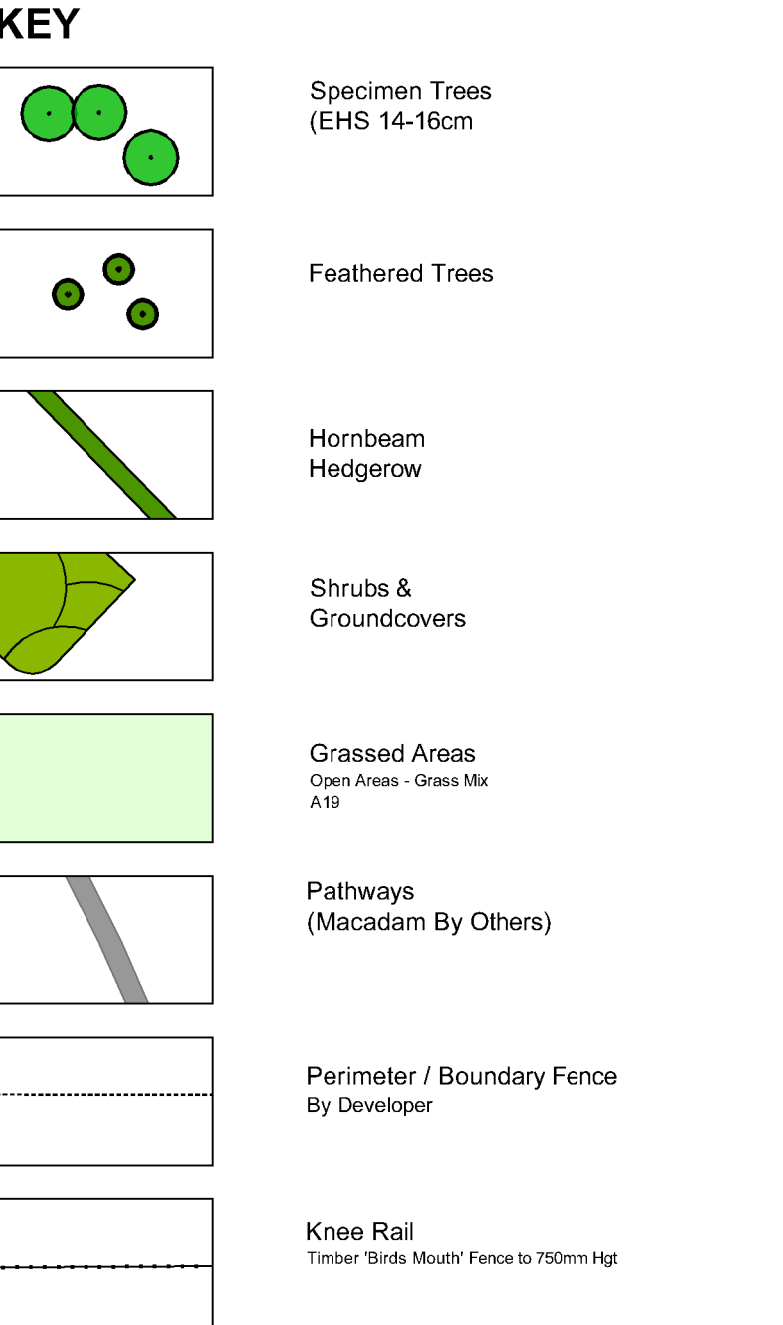
Specimen Trees
Shall comprise EHS (Extra Heavy Standard) & HS (Heavy Standard) Trees
EHS Trees shall have a girth of 11-16cms. HS Trees2-4cm. They shall be supplied root-balled and planted in excavated and scarified pits minimally sized 750mm cube. Pits shall be free draining with a gravel layer 200mm at the base. Pits shall be backfilled with a mixture of topsoil and TPMC (Tree planting and mulching compost). Trees shall be planted approx. 75mm above adjacent ground level at nursery depth. Each tree shall be fixed via an approved staking system. Each tree shall be mulched to a radii of 600 mm to the base

Feathered Trees shall have a girth of 6-8cm and shall be supplied bare rooted and planted in pits minimally sized 500mm cube. Pits shall be free draining and shall be backfilled with a mixture of topsoil and TPMC (Tree planting and mulching compos). Trees shall be planted approx. 75mm above adjacent ground level at nursery depth. Each tree shall be fixed via an approved staking system and filled with a rabbit guard. Each tree shall be mulched to a radii of 600 mm to the base

Planting species and numbers shall be in accordance with the plant schedule, substitutions shall not be allowed without the consent of the CA. Plants shall be planted at a rate of 4-5 plants per m.sq in bacs prepared and top-soiled to a depth of 450mm. The backfill material shall be site topsoil mixed with TPMC 25% by volume. All plants shall be watered after planting. At planting a slow release fertiliser shall be applied, and after planting all beds shall be mulched with an ornamental grade mulch to a depth of 75mm.

Grassed areas shall be topsoiled to 150mm depth
A proprietary pre-seeding fertiliser shall be applied to a prepared seed bed prior to seeding after which the areas shall be seeded with an A19 General purpose grass seed mixture by Germinal GB or similar approved.
Sowing rate: 35gm/m.sq

Species	Planted	Specification	Nr
EHS (Extra Heavy Standard Trees)	Trees		All TBC
Prunus avum Flore Plena	As shown	ANS 14 - 16cm Grth RB	19
Tilia tomentosa Brabant	As shown	ANS 14 - 16cm Grth RB	10
Sorbus intermedia	As shown	ANS 14 - 16cm Grth RB	18
Heavy Standard Trees			
Acer campestre	As shown	12 - 14cm Girth RB	5
Alnus cordata	As shown	12 - 14cm Girth RB	5
Quercus robur	As shown	12 - 14cm Girth RB	1
Feathered Trees			
Acer campestre	As shown	2.5-3.0m Hgt Open Grown	12
Prunus avum	As shown	2.5-3.0m Hgt Open Grown	3
Quercus robur	As shown	2.5-3.0m Hgt Open Grown	4
Woodland (Main) Mix B - 831m.sq			
Acer campestre 25%	1.5m centres	Transplants 600-900mm	140
Alnus glutinosa 25%	1.5m centres	Transplants 600-900mm	140
Cornus monogyna 15%	1.5m centres	Transplants 600-900mm	85
Prunus avum 5%	1.5m centres	Transplants 600-900mm	30
Ilex aquifolium 5%	1.5m centres	3L Pots	30
Quercus robur 15%	1.5m centres	Transplants 600-900mm	85
Viburnum opulus 10%	1.5m centres	Transplants 600-900mm	55
Shrubs & Groundcovers 670m.sq			
Cotoneaster c Decorus	4 per m.sq	3L Pots	908
Cornus Midwinter Fire	4 per m.sq	3L Pots	880
Cornus a Sibirica	3 per m.sq	3L Pots	984
Cornus s Flaviamea	3 per m.sq	3L Pots	770
Lonicera pleata	3.5 per m.sq	3L Pots	1148
Polygonum Donald Lowndes	4 per m.sq	3L Pots	876
Potentilla Abbotswood	4 per m.sq	3L Pots	560
Prunus Oth Luyken	3.5 per m.sq	3L Pots	1120
Rosa Kent	4 per m.sq	3L Pots	864
Rosa Suffolk	4 per m.sq	3L Pots	768
Viburnum Javidii	4 per m.sq	3L Pots	916



Annual maintenance operations shall be for a period of 5 yrs and shall include;

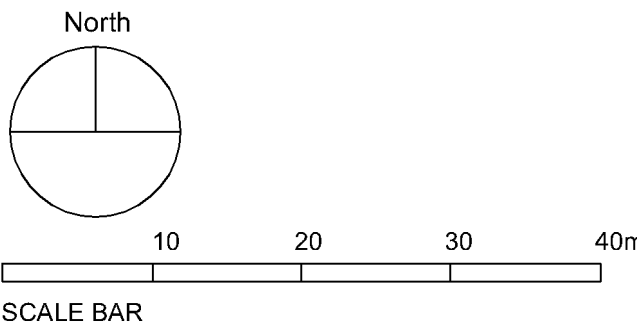
Watering (as required during periods of drought)
Check / Firm ties and stakes (2 x pa)
Remove / prune dead wood (1 x pa)
Replace tree failures annually (1 x pa)
Apply spring / autumn fertiliser (1 x pa)
Remove stakes / ties when requested (1 x on completion)

Watering (as required during periods of drought)
Handweed (10 x pa)
Litter picking (10 x pa)
Remove / prune dead wood(1 x pa)
Maintain mulch depth at 75mm(1 x pa)
Replace plant failures annually(1 x pa)
Apply spring / autumn fertiliser(1 x pa)
Remove rabbit proof guards when requested

- Watering (as required during periods of drought)
- Handweed (10 x pa)
- Litter picking (10 x pa)
- Remove / prune dead wood(1 x pa)
- Maintain mulch depth at 75mm(1 x pa)
- Replace plant failures annually(1 x pa)
- Apply spring / autumn fertiliser(1 x pa)

Watering (as required during periods of drought)
Litter picking (10 x pa)
Cut & Maintain at max 75mm Hgt (10 x pa)
Remove cut arisings (10 x pa)
Overseed bare areas (as required)
Apply selective herbicide as directed (allow 1 x pa)

THESE NOTES ARE FOR GUIDANCE PURPOSES ONLY.
A COMPREHENSIVE LANDSCAPE SPECIFICATION
SHALL BE PREPARED FOR TENDERING AND
CONSTRUCTION



Issue 4: Planning Aug 2019
Minor reduction Car Parking

Issue 3: Planning July 2019
Minor amendments to turning heads from Barratt Homes site

Issue 2: Planning June 2019
Amended Stadium Layout as Scheme C

Robert Rodger Associates Ltd
Landscape Architecture * Landscape Planning * Urban Design
 'Rivington', Church Lane, Farndon, Chester CH3 6QD

Client	Gaming International		
Project	Abbey Meads		
Drg.Title	Area 3 Stadium - Landscape Layout		
Date	Aug 2019	Scale:500@A1	Drg: RAL.325.04
Drawn	RKR		Issue: 04

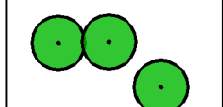
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KEY

Softworks



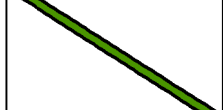
Semi-mature Trees



ANS Trees



Feathered Trees



Hornbeam Hedgerow (Plant Mix A)



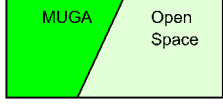
Native Species Woodland (Plant Mix B)



Native Species Woodland Edge (Plant Mix C)



Waters Edge Planting (Plant Mix D)



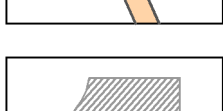
Grassed Areas Open Space - MUGA -



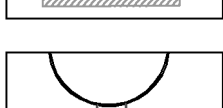
Hardworks



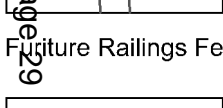
Pedestrian Path 1a 2.0m width 1b 1.5m width Resin Surface (Addgrip Autumn Toffee)



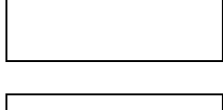
Pedestrian Path 2a 2.0m width 2b 1.5m width (Dressed AC Crossover gravel chippings)



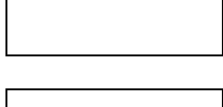
Reinforced Grass Respire 40 Ref Drg 07 D6 7



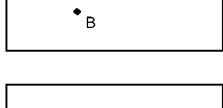
Stone Setts 100mm x Crossed granite Ref Drg 07 D6 1



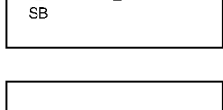
Railings Bow Topped Rail 1.2m Hgt Colour: Black Powder Coated



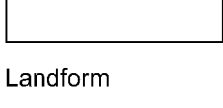
Knee Rail Timber Bines Mount Fence to 750mm Hgt Ref Drg 07 D6 9



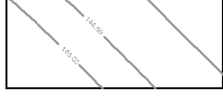
Artefacts Bollards - B Litter Bin - LB - Doggie Bin - DB



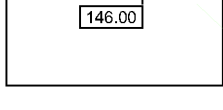
Seats Benches SS Straight Seat SS Straight Bench



Trim Trail



Landform / Contours Refer to Engineers Digs for further



Spot Heights (Indicative and subject to confirmation)



Gravel to base of Basins 3 & 4 (Refer to Eng Digs for further)



North



20m



SCALE BAR

ROTATED 45 DEG

Notes:

Generally

- The following is a short summary of existing conditions and the contracted works. For detailed descriptions refer to the specification
- Report variations to actual conditions to Landscape Architect

Existing Conditions

- The contractor shall inherit the site where the Basins 1 - 4 have recently been modelled or re-modelled.
- Topsoil will have been spread to the depths as follows
 - Planted Areas - 450mm
 - Grassed Areas - 150mm
- The landform, finished levels shall generally be as shown

Existing Vegetation / Site Clearance

- Within the site areas the amount of existing vegetation will be limited, some pockets to the northern boundary and none in the open areas
- The majority of the site will have been cleared of artifacts of any significance - fences, walls, concrete and stone
- At the outset of the works the contractor shall agree with the Landscape Architect the scope of vegetation and site clearance that may yet be required

Works Description

The works shall comprise:

- At A Main Park Entrance - Stone Sett Edge with resin bound surface / litter bin / doggie bin / telescopic bollards and reinforced grass surface
- A - B Bow Topped Fence & Hedgerow with secondary entrance at junction Richardson Road & Road 10
- B - C Linear Park Boundary / Pathway junction with Stadium within
- C - D Perimeter Woodland and Waterside Planting with Knee Rail (that shall be within the Stadium Works)
- At D Entrance to / from Stadium - features mirroring those at A
- D - E Perimeter Woodland Planting with Knee Rail (that shall be within the Stadium Works)
- E - F Boundary with Development Site adj. Basins 3 & 4 with (3 Nr) secondary entrances with telescopic bollards for maintenance access. Knee Rail to boundary.
- F - H Pathway Access / Linkage with new Public Right of Way (within Area 4 Eastern Landscape Area)
- F - J Pathway to eastern side of Linear Park
- J - K Intermittent hedgerow to boundary with existing Persimmon Development with 2 Nr pedestrian access points
- K - A Hedgerow to boundary with Bow Topped Fence

Within the site:

- Between A - D New 2.0m with rein bound path with seating and avenue trees
- Within A - B - C - D New Path Layout / Park Furniture / Signage / Plantings and Grass Seeding
- Within D - E - K - A New NEAP & MUGA along with New Path Layout / Park Furniture / Signage / Plantings and Grass Seeding
- Within E - H - J - K New Path Layout / Park Furniture / Signage / Plantings and Grass Seeding
- Maintenance of all areas until Practical Completion

Maintenance

Following Practical Completion the works shall be maintained for a period of 12 months. Operations shall be as specified and shall include:

- Attention to trees
- Hand Weeding all areas
- Litter picking all areas
- Pruning
- Maintenance of mulch depths
- Replacement of failed plants
- Fertiliser application
- Grass cutting (maintain grass at c.75mm hgt & remove all arising's)
- Over-seeding

Park Furniture

- Seats: Rendezvous Straight Seat
- Benches: Rendezvous straight and curved bench
- Litter Bins: Rendezvous Litter Bin
- Bollards: Georgian Telescopic Bollards
- Doggie Bins: Dog Waste Bin by Broxap

Signage

- A Provisional Sum has been indicated in the specification where the details of site signage, that shall include safety signage to the Basins 1 2 3 4 shall be provided at the Pre Start Meeting

Pedestrian Paths

For Details refer to Drg 325.07

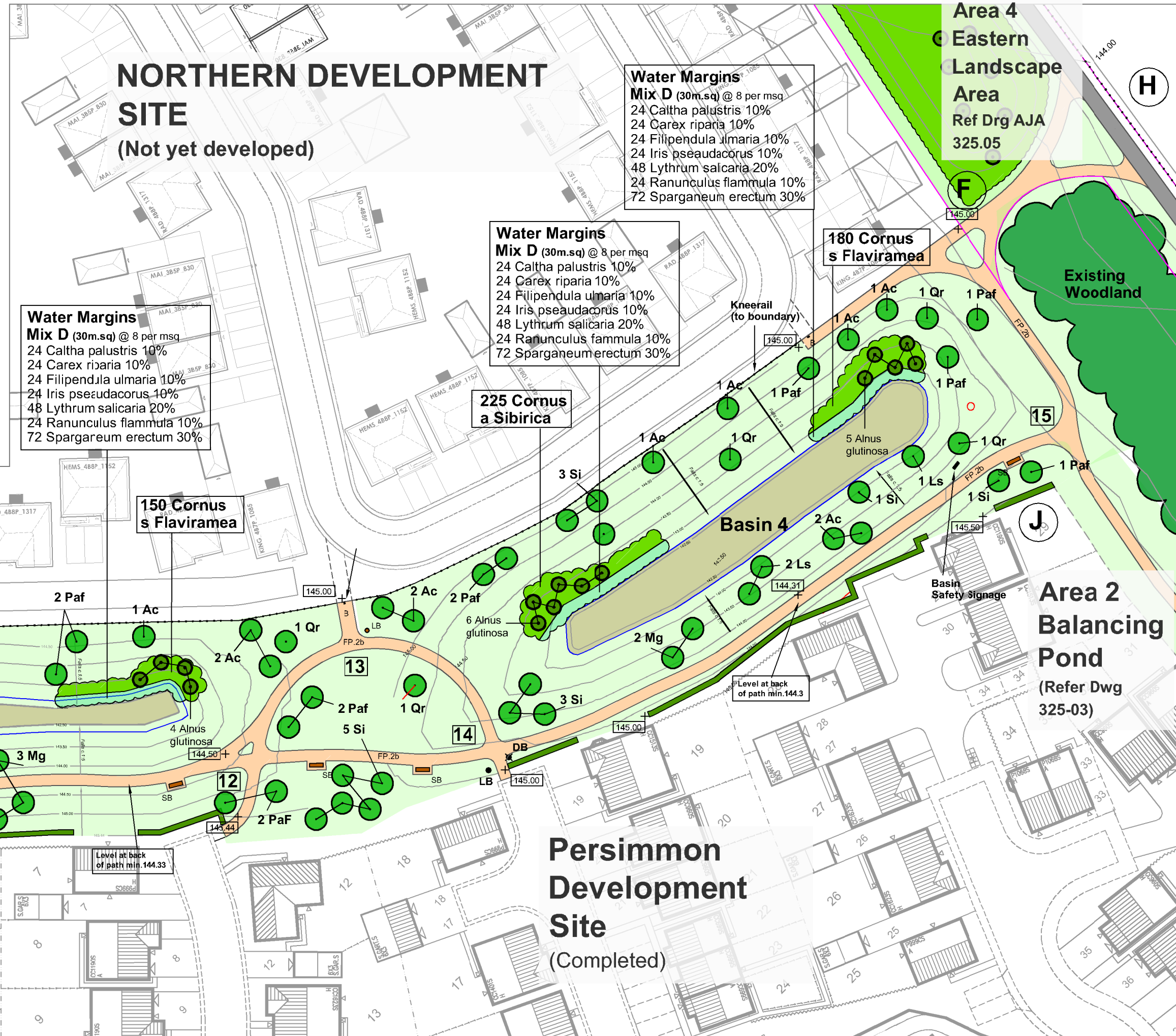
- Resin Surfaced with PC Pn Kerb Edge FP.1a (2.0m width)
- Surface Dressed AC Paths FP.2a 2.0m width FP.2b 1.5m width FP.2c 1.2m width (Area 2 only)
- AC only Paths with Pin Kerb Edge (Area 4 only)
- FP.3 2.0m width with PC Pin

Note: Paths shall be installed around each basin at or above the level of the 100year storm event that is:

- Basin 1 144.34
- Basin 2 144.37
- Basin 3 144.33
- Basin 4 144.23

Trim Trail

- Throughout the Park a trim Trail shall be installed comprising 16 exercise stations to the approximate locations indicated
 - At each station an indicator sign as to correct usage shall be positioned
 - Equipment shall be supplied by SportsEquip UK Tel 01858 545789
 - Equipment shall be fitted, including, where required suitable surfacing in accordance with manufacturers recommendations to each location
- FT906 Chin Ups
 - FT909 Horizontal Ladder
 - FT912 Parallel Bars
 - FT913 Gate Climb
 - FT914 Log Stack
 - FT918 Net Climb
 - FT919 Run & Leap
 - FT920 Balance Beam
 - FT923 Stepping Stones
 - FT925 Inclined Multi Bench
 - FT926 Overhead Rings
 - FT928 Wobble Board
 - FT929 Platform Sit Ups
 - FT943 Sit Up Bench
 - FT957 Heaves and Lying Heaves
 - Trail Data Board



PLANTING SCHEDULE

Species	Planted	Specification	Nr
Semi Mature Trees			All TBC
Tilia tomentosa Brabant (TIB)	As shown	Semi Mature 20-25cms	
ANS (Advanced Nursery Stock) Trees			
Acer campestre (Ac)	As shown	ANS 14 - 16cm Girth RB)	
Metasequoia glyptostroboides (Mg)	As shown	ANS 14 - 16cm Girth RB	
Prunus avium Fore Plena (PaF)	As shown	ANS 14 - 16cm Girth RB	
Liquidamber styraciflua (Ls)	As shown	ANS 14 - 16cm Girth RB	
Quercus robur (Qr)	As shown	ANS 14 - 16cm Girth RB	
Sorbus intermedia (Si)	As shown	ANS 14 - 16cm Girth RB	
Feathered Trees			
Acer campestre	As shown	2.5-3.0m Hgt Open Grown	
Alnus glutinosa	As shown	2.5-3.0m Hgt Open Grown	
Prunus avium	As shown	2.5-3.0m Hgt Open Grown	
Quercus robur	As shown	2.5-3.0m Hgt Open Grown	
Hornbeam Hedgerow Mix A (373 lin.m / 306m.sq)			
Carpinus betulus	As shown	Transplants 600-900mm	
		7 per lin.m staked w/plant shelter	
Basins 3 & 4 Planting (373 lin.m / 306m.sq)			
Cornus a Sibirica	3 / m.sq	3L Pots	
Cornus s Flaviramea	3 / m.sq	3L Pots	
Woodland (Man) Mix B - 2576m.sq			
Acer campestre 25%	1.5m centres	Transplants 600-900mm	
Alnus glutinosa 25%	1.5m centres	Transplants 600-900mm	
Crataegus monogyna 15%	1.5m centres	Transplants 600-900mm	
Prunus avium 5%	1.5m centres	Transplants 600-900mm	
Ilex aquifolium 5%	1.5m centres	3L Pots	
Quercus robur 15%	1.5m centres	Transplants 600-900mm	
Viburnum opulus 10%	1.5m centres	Transplants 600-900mm	
Woodland (Edge) Mix C 519m.sq			
Cornus alba 'Sibirica' 25%	1.5m centres	Transplants 600-900mm	
Cornus Midwinter Fire 25%	1.5m centres	Transplants 600-900mm	
Salix Basfordiana 20%	1.5m centres	Transplants 600-900mm	
Salix rosmarinifolia 15%	1.5m centres	Transplants 600-900mm	
Viburnum opulus 15%	1.5m centres	Transplants 600-900mm	
Water Margin Mix D - 100m.sq			
Caltha palustris 10%	As described	Plugs	
Carex riparia 10%	As described	Plugs	
Filipendula ulmaria 10%	As described	Plugs	
Iris pseudacorus 10%	As described	Plugs	
Lythrum salicaria 20%	As described	Plugs	
Ranunculus flammula 10%	As described	Plugs	
Sparganeum erectum 30%	As described	Plugs	

All Plant Nos and Areas To Be Confirmed

Notes on Basin Water Levels

- Pedestrian Paths: located at or above 100yr storm event levels to each Basin
- For further: refer to Engineers Drawings and Drainage Report. Levels provided as below:

Basin 1

Base level 143.00
1.2 yr Storm Event: 143.30
1.30 yr Storm Event 143.28
1.100 yr Storm Event 143.34
Top of Bank 145.00

Basin 2

Base level 142.80
1.2 yr Storm Event: 143.10
1.30 yr Storm Event 143.23
1.100 yr Storm Event 141.37
Top of Bank 145.00

Basin 3

Gravel 600mm depth to 142.45
1.2 yr Storm Event: 143.20
1.30 yr Storm Event 143.13
1.100 yr Storm Event 141.33
Top of Bank 145.00

Basin 4

Gravel 600mm depth to 142.70
1.2 yr Storm Event: 142.70
1.30 yr Storm Event 142.97
1.100 yr Storm Event 141.23
Top of Bank 145.00

Issue 3: Planning September 2019

Amendments to boundary with Northern Development Site (Basins 3 & 4)

Issue 2: Planning November 2018

Minor amendments to landform to Basins 1 & 2

Issue 1: Tender October 2018

Robert Rodger Associates Ltd

Landscape Architecture * Landscape Planning * Urban Design

'Rivington', Church Lane, Farndon, Chester CH3 6GD

Client	Gaming International		
Project	Abbey Meads		
Drg.Title	Area 1 Linear Park - Landscape Layout		
Date	Sept 2019	Scale:500@A1	Drg:RAL.325.02
Drawn	RKR		Issue: 03

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COMMITTEE REPORT

Item Number:
Application Number:
 S/RES/18/0027/JABU

Ward: St Andrews
Parish:
 St Andrews

Proposal: Reserved matters application (following outline planning permission S/07/1365) for the demolition of existing stadium and construction of a new stadium, racing building, training kennels, new stands, acoustic barrier, car parking and associated development including minor access works to western access and laying out of open space/linear park. (Amended Proposals) (Modification to reserved matters approval reference S/RES/16/0036)

Site Location: Abbey Stadium, Lady Lane, Swindon

Case Officer: Mrs Janet Busby

Agent: N/A

Applicant
 George Edwards
 Abbey Stadium
 Lady Lane
 Swindon
 SN2 4DN

Officers Report

Background:

1 This application for the approval of reserved matters, relates to revised proposals to re-develop the Abbey Stadium whilst retaining it on its existing site; it seeks approval of the access, the appearance, the landscaping, the layout and the scale of the development. The application is brought back to Planning Committee in accordance with the Resolution from the meeting in November 2018.

2 The proposals are to modify to the existing track for greyhound and speedway racing, to construct a new stadium building, customer facilities, a new acoustic barrier, car parking and include the laying out of part of the open space/linear park, the equipped play area and multi-use games area (MUGA). The application was called to Planning Committee for determination by Cllr G Sumner, Cabinet Member for Strategic Planning and was considered at the meeting held on November 2018 when it was resolved that:

- (1) That the Head of Planning, Heritage and Regulatory Services be authorised to approve the Reserved Matters, subject to the planning conditions set out in the report, together with the additional and amended conditions set out below and upon the completion of a

Section 106 agreement in the terms set out in the report to mitigate the impact of the development and to ensure the satisfactory completion of the stadium development and the other strategic development including the open space and play areas and the construction of the necessary drainage infrastructure. The Head of Planning, Heritage and Regulatory Services be authorised to explore in conjunction with the Interim Director of Law and in consultation with the Cabinet Member and Chair of Planning details of an Escrow Account jointly controlled by the developer and Swindon Borough Council.

In the event that the applicant fails to enter into an agreement under the above terms, the application should be brought back to the committee for re-consideration. (our emboldening)

In the event that the applicant fails to agree to an extension of time for the determination of the application to enable the Council as Local Planning Authority to deal with these matters, then the Head of Planning, Regulatory Services and Heritage be authorised to refuse the approval of reserved matters.

- (2) That a report be brought back to a future meeting of the Committee in respect of breaches of the previously agreed Planning Permission and Section 106 Agreement.
- (3) That Ward Councillors and the Parish Council be consulted on the travel plan associated with the application through a Section 106 agreement.
- (4) That access for construction traffic to the site shall be from the North side of the site.

Summary of Recommendation:

That the Head of Planning, Regulatory Services and Heritage be authorised to APPROVE the reserved matters, subject to the conditions set out in the report (together with any amended, omitted or additional conditions) upon the completion of a Section 106 obligation to mitigate the impact of the development and to ensure the satisfactory completion of the stadium development and the other strategic infrastructure, including the open space and play areas and the construction of the necessary drainage infrastructure.

In the event that the applicant fails to enter into an agreement or fails to agree to an extension of time for the determination of the application to enable the Council as Local Planning Authority to deal with these matters, then the Head of Planning, Regulatory Services and Heritage be authorised to refuse the approval of reserved matters and;

The Head of Planning, Regulatory Services and Heritage, in consultation with the Head of Legal Services, be authorised to take planning enforcement action and other legal action regarding the breaches of the s106 planning obligation.

3 It is recommended that the section 106 agreement should include the following matters;

- a) No additional housing is to be developed until the new stadium is operational and substantially complete. (The definition of operational and substantial completion to be agreed in the s106 agreement.)
- b) Other extant permissions and approvals previously granted for alternative proposals (the revised outline S/OUT/14/0833 and subsequent reserved matters approval S/RES/16/0036 for the new stadium) are to be revoked.

- c) A full application for an alternative re-development of the stadium that includes an area of land owned by the Council (S/16/0959) is to be withdrawn.
- d) The outstanding drainage details that are to be agreed by the Council and Lead Local Flood Authority to be constructed and implemented by an agreed long stop date.
- e) The construction and laying out of the open space/linear park, including the equipped play area and multi-use games area (MUGA) consequent to the revised stadium proposals to be carried out by an agreed long stop date.

4 When the application was previously considered at the November 2018 meeting, a draft section 106 agreement had been submitted by the applicant, to propose works commencing on site in November with completion of the new stadium by June 2019. It was anticipated that rapid progress would be made to agree the above Heads of Terms, following the above Resolution in November 2018 to complete the agreement; however alongside the negotiations with the Head of Legal Services, earlier in 2019 further revised planning proposals for the re-development of the stadium were submitted as follows;

- a) Relocation of the stadium building to the north of the racing tracks;
- b) Modification to the racing facilities for speedway and greyhound racing;
- c) Modification to the proposed acoustic barrier
- d) Modifications to the car parking layout, provision for taxi and coach drop-off areas; and
- e) Modifications to the open space to take account of the above alterations and to ensure that appropriate access for pedestrians to the stadium is provided.

5 As the application had previously been called to Planning Committee for determination and as the heads of terms for the section 106 agreement were not complete, authority is sought for the Head of Planning in conjunction with the Head of Legal Services to agree the above changes to the reserved matters application and to conclude the terms of the s106 agreement.

Planning history

6 The planning history of the Abbey Stadium is lengthy and complex. The first outline planning permission was granted in 2011 for the demolition of the existing stadium and construction of a new stadium, with youth training facilities, business floor space (16,745sqm) a care home and 450 dwellings with the means of access not reserved.

7 Subsequently, before any applications for reserved matters approval were submitted a further outline application, made under section 73 of the Town and Country Planning Act 1990 (as amended) (reference S/12/1826) was granted in 2013. Principally this application modified some of the original outline planning conditions, to enable the development to be implemented in phases or sub-phases. Both permissions were linked to a section 106 agreement for the payment of developer contributions to mitigate the impact of the development and to control the phasing and implementation of the development. A planning condition limits the time within which applications for the approval of reserved matters could be submitted; this is before the expiration of 5 years which was 8th August 2018. Consequently no further applications for reserved matters approval can be made.

8 Several reserved matters applications were approved in 2014, 2015 and 2016 for residential development at the site and for the construction of roads and strategic drainage.

Applications for 66 and 120 homes, reference S/RES/13/0951 and S/RES/13/1188 for Persimmon Homes/Charles Church were approved and a further 121 homes for reference S/RES/14/1539 for Barrett Homes and later a further 16 houses (reference S/RES/16/1050). An application for reserved matters approval for a 73 bed care home (S/RES/13/1656) was developed by the Milestones Trust. All these developments are completed and occupied.

9 In April 2015 a third outline planning permission was granted, reference S/OUT/14/0833, to modify the original permission, for a mixed use development comprising up to 100 dwellings, car parking for stadium events, a fire station, access, landscaping and open space. It replaced the former employment use with additional housing and a new provision for a site for a new fire station for the Dorset and Wiltshire Fire and Rescue Service (DFWFRS). This new permission was subject to a Deed of Variation to link to the existing s106 agreement and included triggers to control the implementation and delivery of the new stadium together with a revised phasing programme for the construction and laying out of the open space.

10 In August 2016 reserved matters approval, reference S/RES/16/0036 was granted for the demolition of the existing stadium and the construction of a new stadium, racing building, training kennels, market, new stands, car parking and associated development on land to the east of the existing site. This approval has not been implemented.

11 Later in 2016 a modified proposal for full planning permission was submitted to re-develop the stadium on land located slightly to the east of the above proposals, including an area of land owned by the Borough Council. This application (reference S/16/0959) was not determined, partly as the sale of the Council owned land did not proceed; the applicant was advised to withdraw this alternative proposal in advance of this current application being determined, but at the present time it remains pending determination.

12 Another application for reserved matters approval for an additional 56 dwellings for Persimmon Homes was approved (reference S/RES/16/0357). Reserved matters approval was granted for the laying out and construction of the open space/linear park. Both of these applications were made pursuant to the later 2016 outline planning permission (S/OUT/14/0833). The additional 56 dwellings have been constructed, completed and are occupied, but the other reserved matters approval for the open space was not implemented and the area was not laid out. Overall 379 dwellings have been permitted at the site and the majority of these are occupied.

13 An application for the discharge of planning conditions relating to drainage was approved at the end of 2016, but the works to implement this drainage scheme have not been carried out. In August 2018 just in advance of the expiry date for any further reserved matters applications to be submitted, a final application for the approval of reserved matters for the construction of an additional 127 dwellings on land to the east of the existing stadium was made; this application is pending consideration and determination. A further discharge of condition application for the drainage scheme modified to reflect this application was submitted and is pending consideration.

The Proposal:

14 The application seeks approval to demolish the existing stadium building buildings and to

build a replacement stadium building on the opposite site of the race track and to re-construct speedway and greyhound racing tracks within the current stadium site (some improvement works to the track have already been carried out). The proposals include new racing facilities and kennels located within the ground floor of the new stadium building, together with offices and other ancillary facilities and new customer facilities on the first floor, including hospitality areas. The stadium building design includes an external viewing platform located on the southern side of the new stadium building facing towards the tracks, together with new stands, a speedway pits and kennel building to the north of the tracks; a maintenance compound and building is proposed to be located to the south of the tracks, together with the car park, coach and mini-bus parking. The application includes an acoustic barrier to enclose the racing tracks and racing facilities. The disabled car parking spaces, space for taxi and bus drop off, motor cycle and cycle parking is located to the north and to the side of the stadium building.

15 The market hall that was part of the original outline permission, no longer forms part of the proposals, as the market was closed in 2017; the proposals include the Young Person's Training facility which is a requirement of the original s106 agreement. The proposals no longer include providing a site of 0.8 hectares for the Dorset and Wiltshire Fire and Rescue Service (DWFRS) as the DWFRS no longer wish to pursue proposals to construct a new fire and rescue station (north).

16 Access for vehicles to the development is from Lady Lane, on the northern side and this will provide access for all construction traffic; there is no vehicle access from the south (Salzgitter Drive). The acoustic barrier is located around the perimeter of the stadium to attenuate noise from speedway events to an agreed Race Noise Level. The application further includes details of the public open space/linear park and the centrally located equipped areas of play (LEAP) and multi-use games area (MUGA); the location and form of the open space has been modified from that previously approved.

The Site and Surroundings:

17 The site is located on the northern edge of the Swindon urban area adjacent to St Andrews Ridge and Abbey Meads, within the former northern town expansion area. Salzgitter Drive is to the south and Lady Lane to the north and these two roads define the external boundaries of the original stadium site. The existing stadium is located within the north and north-eastern part of the site and the former Motorola (now the Vygon) premises are to the east. The new residential development and the care home that have been constructed and are occupied are located to the south and to the west and the St. Andrew's Ridge residential area and local centre, the public house, retail units and a nursery are located to the south of Salzgitter Drive.

18 The Abbey Stadium has been in continuous operation for more than 60+ years as a recreation and leisure site; it is home to the Swindon Robins speedway team and greyhound racing and other events. It is material to note that the use and continued use of the land for these purposes is a lawful use of land.

19 For completeness full details of the applications, including those for the approval of reserved matters previously determined are listed below.

a) S/RES/13/0344 for the construction of roads and strategic drainage (part of the site)

pursuant to outline permission S/12/1826 was granted in April 2014 and this approval has been implemented.

b) S/RES/13/0951 for the erection of 66 dwellings (Persimmon/Charles Church) pursuant to outline permission S/12/1826 was granted in December 2013 and this approval has been implemented and all the dwellings are occupied.

c) S/RES/13/1188 for the erection of 120 dwellings (Persimmon) pursuant to outline permission S/12/1826 was granted in July 2014 and this approval has been implemented and all the dwellings are occupied.

d) S/RES/13/1539 for the erection of 121 dwellings (Barrett Homes) pursuant to outline permission S/12/1825 and has been implemented and the majority of the dwellings have been implemented.

e) S/RES/13/1656 for the erection of a 73 bed care home (Castle Oak) pursuant outline permission S/12/1826 was granted in July 2014 and this reserved matters approval has been implemented and the care home constructed and is operational.

f) S/OUT/14/0833 new outline planning permission for a mixed use development of up to 100 dwellings, car parking in association with stadium events, a fire station and associated facilities including landscaping/open space was granted in April 2015 subject to a new section 106 agreement. This new outline permission replaced the business/employment development with additional housing and included a site for a new fire station for the Wiltshire Fire and Rescue Service. This 2015 section 106 agreement included provisions for the delivery of the new stadium and other strategic elements, including the open space/linear park and young person's training facility; the main provisions of the 2015 agreement are summarised below.

i) To transfer to the Council a site for the (former) Wiltshire Fire and Rescue Service (WFRS) a site for a new fire station;

ii) To vacate the "fire station site" once transferred to the Council; the site may be used temporarily by the stadium as car parking until it is required by the WFRS.

iii) Alternative provisions should the Council not serve notice within 5 years on the owners for the fire station site to be transferred;

iv) Not to submit further reserved matters applications unless and until the owners submit a reserved matters application for the new stadium. (This clause was complied with by the submission of this reserved matters application.

v) Not to occupy any additional residential units (granted pursuant to the new outline S/OUT/14/0833) unless and until practical completion of the new stadium. (This clause has not been complied with).

vi) The owners to use their "reasonable endeavours" to ensure and procure practical completion of the stadium by a "long-stop date" defined in the agreement as April 2017. (This clause has not been complied with.)

vii) The delivery of the open space and associated management plan. (This clause has not been complied with.)

g) Application reference S/RES/16/0272 for the development of open space/linear park; this reserved matters approval was granted on 26th August 2016, but has not been implemented.

h) Application reference S/RES/16/0357 for the development of 56 houses (Persimmon Homes); this reserved matters approval was granted in 26th August 2016 and has been implemented and these dwellings are occupied.

i) Application reference S/RES/16/1060 for the development of 16 dwellings (Barratt Homes); this reserved matters approval was granted on 9th September 2016 and is being implemented.

j) Application reference S/RES/16/0036 for the demolition of existing stadium and construction of a new stadium, racing building, training kennels, market, new stands, car parking and associated development; this reserved matters approval was granted on 26th August 2016. This approval has not been implemented.

20 Various applications to discharge of planning conditions relating to the original and subsequent outline planning permissions and the reserved matters approvals have been approved. Two applications to discharge surface water drainage conditions, reference S/COND/16/0270 and S/COND/16/0271 were discharged on 19th December 2017. At the time of writing the works to construct the permitted drainage scheme and the construction and laying out of the open space have not been agreed nor implemented.

Representations:

21 St Andrews Parish Council; no objections.

22 Highways England - no objection

23 Dorset and Wiltshire Fire and Rescue Service (DWFRS);

i) Recommend a planning condition in relation to fire safety recommendations, including recommending commercial sprinkler protection.

ii) The application has not assessed future access and egress for emergency vehicles and requests an assurance from the Council as local highway authority that an additional access junction for 24 hour emergency response vehicles would be feasible. The DWFRS also refer to the need to ensure that the highway verge and any pedestrian path that is construction along the frontage would be able to report accommodate the weight of larger goods vehicles (20 tonnes).

iii) The DWFRS have commented in relation to the proposed change to the site for a new fire station, noting that the shape of the site has changed from a more desirable quadrilateral profile to a "restrictive narrower boundary" which the DWFRS state would impact on the movement of operational vehicles, the ability to conduct community safety activities, the provision of a training environment and the capacity to facilitate future operational requirements. No further comments have been received from the DWFRS.

- 24 Transport Development Management Officer; no objection, subject to conditions.
- 25 Urban Design Officer; no comments.
- 26 Landscape Officer; the following concerns have been raised.
- i) The acoustic barrier will appear stark, substantial and potentially unattractive, however it is sited internally near to the stadium building and there will be planting to screen the east and west sides. Additional tree planting should be carried out on the north side of the car park.
 - ii) The revised landscape and open space layout has affected the quality of the open space, particularly the extent of flat open usable areas.
 - iii) The Neighbourhood Area of Equipped Play (NEAP) is the same as proposed previously and is unaffected by the changes.
 - iv) The location of paths within the open space should be carefully considered if the area adjacent is developed for housing.
 - v) Further details are required of the hard landscape details, boundary treatment, lighting and seating proposed.
- 27 Environmental Health (Pollution) Officer; see comments later in the report in respect of noise (para 33 and 61 onwards)

Neighbours and Third party representations

28 A letter was received from Solicitors acting for Barratt Homes in February 2018, who developed an area of land adjacent to the site for residential development. In summary the letter expresses concern about the proposed siting of the stadium and that it will have a detrimental effect on local residents who have recently purchased properties and future occupiers. The letter further queries the status of the application and its scope as a reserved matters application and to the change to the layout and the mix of uses. Further Barratt Homes expressed concern regarding the proposed noise attenuation measures. No further comments were made in response to the additional technical noise attenuation details that were submitted in March 2018.

29 Eight letters of objection have been received relating to objections to the inclusion of a greyhound racing track within the proposals, not to other aspects of the development. In summary the main points raised are;

- a) Greyhound racing is widely recognised as cruel and distasteful and that approval of the redevelopment should be without the inclusion of greyhound racing.
- b) The popularity of greyhound racing is in decline and many tracks have closed changing to other uses and since the 1940s the number of licensed tracks has fallen from 280 to 22 tracks, with one track in administration. The number of people attending greyhound racing in Swindon has also declined and the UK is now one of only eight countries where greyhound racing remains; recently decisions have been taken in the USA and Australia to end greyhound racing.
- c) The representations refer to Government strategies to curb gambling and state that it would be sensible to phase out greyhound racing, as it is not a sustainable development, it does not support the policies in the Swindon's Local Plan and the Council's vision to improve the quality of life and to enable economic development.

- d) The refurbishment of the stadium for competitors to participate in sports through their own choice, is different to greyhound racing.
- e) Thousands of dogs are bred each year for racing, but many dogs do not compete and go missing and some dogs are being culled; during 2018 there were 86 incidents of greyhound injuries at the Swindon track during 2018.
- f) Although some trainers treat their dogs well there is evidence of welfare concerns, including that some dogs are kept in poor conditions, are neglected, for example being locked in kennels for long periods of time with little social contact and being muzzled 23 hours a day.
- g) Other objections relate to the death and injury of greyhounds and to their short racing careers and the alleged use of drugs to affect performance.

Revised Proposals (2019)

30 In response to the revised proposals submitted in June and July 2019 further consultation responses were received as follows.

31 St Andrews Parish Council: The Parish Council has raised No objection to the revisions but also states that as it is concerned about the noise levels it would like to know whether this has been taken into consideration and whether a drop-off point for taxis has been included?

32 Highways England: No objection.

33 Environmental Protection (Pollution) Officer: With respect to noise, further investigations have been carried out to establish the current background noise levels and to test the proposed "racing noise level" proposed. These investigations have indicated that a complex model is required to take into account background noise levels as well as the proposed stadium racing noise levels. Further details were provided by the applicant's acoustic consultant to illustrate how noise associated with speedway events can be mitigated by the proposed acoustic barrier to achieve the agreed racing noise levels. Further details are set out below within the planning considerations section of this report (para 61 onwards)

34 Landscape Officer: No objection to revised proposals following the submission of further details of the equipped play areas and proposed new planting.

35 Environmental Health Officer (Animal Welfare): The welfare of racing greyhounds is covered by Regulations dating from 2010 and is managed by the Greyhound Board of Great Britain and as such is exempt from local authority involvement.

36 Transport Development Management Officer: No objection to the revised layout and car parking provision and the revised layout plan includes 4 number parking spaces for taxis drop-off use, located to the north of the site by the main entrance to the stadium.

37 Environmental Protection (Animal) Officer: in response to the third party representations, the Council's Environmental Protection Animal Officer has reviewed the objections and advised that the welfare of racing greyhounds is covered by Regulations dating from 2010 and is managed by the Greyhound Board of Great Britain and as such is exempt from local authority involvement. The Regulations have been recently reviewed by Government and although there were recommendations for changes to the licensing arrangements, at the

present time there are no firm proposals to alter the existing arrangements. All tracks and trainers are required to adhere to primary legislation, in the main this is the Animal Welfare Act (2006) and the Council may act upon a complaint and take action for the RSPCA. The Environmental Protection Animal Officer has advised that no complaints have been received about the Swindon track, although complaints have been made about trainers; these were investigated, but the animal's welfare was not at risk and previous investigations locally have not required any action.

38 Three further letters of representation were received to respond to the revised layout plans stating that the importance of the speedway track to Swindon is recognised and its re-development is supported, but that the greyhound track and the related amenities for greyhound racing should be excluded from the proposals.

- a) The adopted Swindon Borough Local Plan seeks to promote social justice and to improve the quality of life of the town; greyhound racing is in decline and its continuation does not support the town's long term vision and plan.
- b) The proposal is not sustainable development and will not improve the economic and social conditions for the residents of Swindon. The presence of a greyhound track detracts from the image of Swindon as a progressive, sustainable and inclusive town.
- c) Many greyhound racing tracks have been closed in the UK and in the United States of America 40 states have banned greyhound racing and once it ends in Florida in 2021 only 6 American tracks will remain.
- d) This is not a sustainable development proposal as 130 jobs were lost when Towcester racecourse was closed in 2018 and it is unlikely that jobs created by the development will be long term.
- e) Greyhound racing promotes the combination of drinking and gambling and does not support aspirations of social justice or to promote health and well-being for Swindon.
- f) The applicant should revise the proposals to exclude the greyhound race track.

Planning Considerations:

Policy:

39 The Swindon Borough Local Plan 2026 provides the strategy to deliver sustainable development and economic growth to 2026. In accordance with the development plan policies and the National Planning Policy Framework (NPPF 2018) the main considerations in the determination of this application for reserved matters approval are:

- The principle of the development.
- The layout, scale, external appearance and landscaping of the development.
- Highway safety, the access for vehicles and pedestrians and car parking; and
- The phasing and delivery of infrastructure, including the delay to the provision of open space, the equipped areas of play and the drainage proposals.

The National Planning Policy Framework

40 The NPPF (2018) refers to the presumption in favour of sustainable development and advises that where development accords with an up-to-date development plan, it should be approved without delay.

41 Local Plan policies SD1 (sustainable development principles), SD2 (the sustainable development strategy and SD3 (managing development) are relevant and these policies refer to delivering sustainable development in accordance with a number of key criteria. These include a high quality design, promoting healthy, safe and inclusive communities, accessibility including by walking/ cycling and public transport and the efficient use of land and resources (policy DS1). When considering development proposals the Council will take a positive approach reflecting the presumption in favour of sustainable development (policy SD3). Local Plan policy SD3 states that reserved matters submissions should be guided by an overarching design approach, including management strategies to secure the long term maintenance of infrastructure.

42 Policy DE1 (High Quality Design) refers to four key criteria and that high standards of design are required for all types of development. Firstly the context and character with respect to existing built characteristics, acknowledged features of importance and existing site conditions. Secondly to layout form and function including accessibility, siting, orientation, scale, massing, materials and detailing; thirdly amenity with respect to light, outlook, privacy, noise/disturbance, pollution and lastly the quality of the public realm.

43 Policy TR2 (transport and development) refer to a number of criteria including providing access appropriate to the scale, type and location without detriment to highway safety and local amenity, promoting sustainable travel choices and providing parking including for cars and cycles in accordance with the Council's adopted standards.

44 Policy CM2 (Active, healthy and safe lifestyles) refers to sporting participation and improving the cultural offer in Swindon.

45 Whilst the submission draft of the Borough Local Plan Review is currently at consultation Dec 17th 2019 to Jan 31st 2020, the application under consideration is reserved matters following the grant of outline planning permission and thus the principle of development is established.

The principle of the stadium re-development:

46 The re-development of the Abbey Stadium was established through the grant of outline planning permission in 2011, to ensure the continued operation of stadium events, including racing facilities for the Swindon Robins speedway team, for greyhound racing and other events. The principle of the development is well established and this proposal seeks to re-develop the premises on its current site rather than moving the stadium to a new location on land to the east. There is no objection therefore to the principle of the development. The Proposed Submission Draft version of the Local Plan 2036 was published on 17th December 2019 and consultation will run to 31st January 2020.

Layout and design:

47 In terms of the layout and the design, as a change to the previous proposals, the main stadium building will be located on the northern side of the site and will provide the main entrance for visitors and spectators. The layout includes ancillary buildings similar to those previously permitted for the alternative scheme to re-develop the stadium on land to the east, to provide customer facilities including two stands, WCs and food/beverage refreshment building located on the track-side, on the northern side. The stands for

spectators are located either side of the main stadium building, together with changing rooms, car parking for competitors, the speedway pits and compound area. Disabled car parking spaces for customers are located immediately outside the entrance in a very accessible location together with parking for motor cycles, cycles and taxis.

48 The site layout and car parking and access is very similar to the arrangement approved previously, with the main car parking areas located to the south of the tracks and includes a designated area for bus/coach and drop-off. The race facilities are within part of the ground floor of the stadium building and the pits, changing rooms, kennels and competitor's car parking located to north-east of the stadium building.

49 In terms of the layout and arrangement, the main stadium building is a similar design, appearance and layout to the previous proposals and provides facilities for competitors and racing greyhounds, race veterinary facilities, a meeting room that could be made available to the local community and a garage workshop for the young person's training centre (the Wheels Project).

50 The design and visual appearance for the main building and the ancillary buildings are the same as previously approved, with a contemporary design using cladding, together with areas of glazing and a grey metal roof. It is considered that the palette of materials, the visual appearance, the scale and the layout of the buildings are appropriate for the form and function of the development, whilst providing new and accessible facilities within the re-developed site.

Access for All:

51 The buildings have been designed to provide access for all, including the ancillary facilities and the designated disabled car parking area located immediately outside the entrance to the Stadium building. The application drawings indicate that flush thresholds are proposed to the buildings to ensure accessibility and includes a lift to provide access to the first floor. As described above, provision has been made for the young person's training facility, taking forward the existing "Wheels" project that currently operates from the stadium.

Landscape impact and public open space

52 The application proposes to modify and alter the proposed "linear" park and public open space, due to the change in location of the stadium and the layout differs from that previously permitted in 2016 (pursuant to reserved matters approval S/RES/16/0272). The linear park is required to provide for the open space needs of the development and for the occupiers living within the completed residential development and this element of the original outline permission was a key component of the original Design Brief and master plan proposals.

53 The open space is affected by the location of 4 drainage basins, as works to partially construct the basins were undertaken in 2015, before a drainage design was approved. The depth, extent and gradient of the 4 basins has affected the amount of the land available as flat usable open space and the safety of users, due to the close proximity of the proposed pedestrian paths which are required to provide access to the development and to link with the surrounding area. However, the new proposals have altered the proposed drainage

scheme, due to the changes to the layout of the new stadium and suitable drainage for this development. The basins are linked together by pipes and discharge into a larger drainage basin constructed in 2014 that is located to the south-east of the site, adjacent to Salzgitter Drive.

54 The revised drainage details, including modifications to the attenuation basins within the open space have been submitted to the Council to discharge the drainage conditions and these revised proposals are currently being assessed by the Drainage Officer. The Landscape Officer has expressed concern that the application drawings do not show the full extent of the basin's footprints, and that basins 1 and 2 will occupy a greater area and land-take within the open space than was indicated on the detailed drawings. In terms of the impact on the usability of the open space the basins will affect the usability of the linear park and its function as public open space.

55 In response the applicant has indicated that overall the area of land for open space is similar to that previously approved, but there are no proposals to revise or increase the areas of open space. The Landscape Officer has recommended that additional flat land within the "residual/remaining" residential parcel should be made available to supplement the flat areas available for informal recreational use within the linear park as this would compensate for the loss of usable flat areas and the harmful impact on the quantity and quality of open space due to the location of the drainage basins.

56 In terms of the planning balance, there are other planning considerations to consider, including the importance to Swindon to deliver a new stadium and ancillary facilities, the delays to the scheme and the continuing absence of open space made for use by the new residential occupiers. Taking account of national planning policy (NPPF 2019) it is considered that despite the fact that the original design and layout of the linear park was adversely affected by the construction of the drainage basins, in the planning balance this should be considered against the need to provide recreational open space, including the equipped play area and MUGA for the play and open space needs of the existing occupiers.

57 Your Officers have been seeking to negotiate some improvement to the boundary landscaping within the open space at the boundary with the adjacent proposed residential development (for the application pending consideration for an additional 127 dwellings), but this can only be achieved by agreement with the applicant. However, to ensure that the stadium re-development can take place without further delay and taking account of the exceptional and complicated circumstances that have affected this development, it is considered that the open space element of the development as proposed be accepted, provided that it is laid out and constructed within a reasonably short timescale and that this is controlled through a new timetable within the new section 106 agreement.

Highways:

58 The Transport Development Management Officer has raised no objection, in terms of the transport and highway safety implication of the development. This is on the basis of the additional and supplementary details provided, has demonstrated that a safe and suitable means of access will be provided and that appropriate arrangements are in place, in accordance with the section 106 planning obligation for the Travel Plan and transport arrangements for stadium events. The Stadium Events Travel Plan was updated to reflect the changes that have occurred since it was originally secured as part of the original outline

permission and this element will be controlled and delivered through the section 106 agreement. The Stadium Events Travel Plan requires that details are submitted to the Council to make provision for promoting sustainable transport and to manage car demand associated with stadium activities, including off-site car parks. The details of these travel measures, including the specific location of the off-site car parks for Stadium Events will be agreed with the Council's Travel Plan Officer and will be controlled through the s106 agreement.

59 Pedestrian routes through the site are included to provide safe routes for customers visiting the stadium, including routes within the car park to reduce the risk of conflict with cars. A pedestrian link to the site from the open space is provided and the application has demonstrated that coaches and taxis can be accommodated within a designated coach and taxi parking areas, close to the main entrance and dedicated car parking for the disabled (14 no. accessible spaces) which are located close to the main entrance.

60 A planning condition (number 33 of the outline permission) restricts the number of parking spaces on site to 290 and the car parking complies with the condition and is similar to the previously approved layout to re-development of the stadium, on land to the east. On this basis it is considered that the transport and highway safety elements of the proposal accord with policies DE1 and TR2 of the Swindon Borough Local Plan 2026 and will provide an appropriate means of access and sustainable transport for the development including for cyclists and pedestrians.

Noise attenuation

61 The application includes measures to attenuate noise, primarily from Speedway events. During the speedway season from April to September racing typically starts at 19.30 finishing at 23.00, although racing is generally completed by 21.30. Although noise from speedway bikes has reduced gradually as measures were introduced to improve the environmental impacts of motor sport, speedway racing is a noisy activity. The previously approved proposals to re-build the stadium on the new site, to the east of the current site and at a different orientation, included similar noise attenuation measures. The current design follows the principles of the previous acoustic proposals by incorporating similar noise mitigation measures.

62 The proposed noise attenuation has been assessed by the Council's Environmental Health Officer who has also attended speedway events to monitor noise levels at the site. The impacts of noise has been considered in terms of its frequency, the direction and any variability around the race-track. It includes the public address system which is also a source of noise. Detailed noise modelling was carried out to assess the impact of an agreed target racing noise level and the proposed measures to attenuate noise from speedway events. The 3.5m high acoustic barrier surrounding the race track circuit has a visual appearance similar to a high fence, but is designed by a specialist acoustic contractor.

63 The Environmental Health Officer previously recommended that the proposed target racing noise level would be appropriate to provide a reasonable level of amenity for neighbouring residential occupiers, including the new residential occupiers of the new housing that has been constructed. However, following the on-site noise monitoring carried out by the Council, the applicant's acoustic consultant has submitted a further noise assessment. This demonstrates that the agreed racing noise levels described above cannot

be achieved, either for the existing occupiers and for the additional land located to the east.

64 The Environmental Health Officer advised that noise from speedway events is potentially more disturbing than other noisy uses, for example a typical music concert. This is because noise from motorcycles in the pits and whilst racing for periods could be seen as significantly more disturbing than a typical (though not all) music event, although it is noted that Swindon and the local area has relatively strong links with speedway and historically the use is well tolerated. At the time of the previous consented application, the stadium sat in a large plot of open land, and the applicant favoured a fixed noise control target relative to the background noise level. After further discussions the proposed condition was amended such that the Racing Noise Level should not exceed 57dB $L_{Aeq,15mins}$ (with the same low frequency noise limits).

65 In the intervening years several parcels of land were developed for residential use around the stadium; bringing homes significantly closer to it. On the western and southern sides new housing has been built and occupied as is the housing to the immediate north side of Lady Lane. The land used for the existing stadium car park, to the east aspect, is also proposed to be developed for housing and an indicative layout shows homes located close to the track edge. The proximity of the new housing has both altered the ambient noise level and increased the likelihood of regular significant disturbance for residents. During the same time improvements have been made to speedway motorcycles that now emit a little less noise.

66 The background noise level in the area is dominated by road noise, principally from the A419, but also from Lady Lane and the new estate roads. With the building out of the estates and the passage of time; the background noise level has changed, and the area is now relatively quiet; a typical residential area. This is particularly marked on the south and western sides of the current stadium, furthest away from the A419. Officers have carried out acoustic surveys of the area to consider this and other planning applications, and have found that the background noise level across the site reduces from around 30-33dB L_{A90} on the western side to around 50dB on the eastern side (both measured in line with the Code; as an average of the 4hours between 1900 and 2300 on a typical day).

67 Your Environmental Health officers consider that the originally agreed noise criteria are still the most appropriate standard at 15dB above the Background Noise Level. This would indicate that a Racing Noise Level limit value of 45-48dB $L_{Aeq,15mins}$, should apply in order to protect existing sensitive receptors (housing) on the west and south aspects. This is however significantly (>9dB) lower than the current design that is proposed using the 3.5m high noise absorption barrier. The Environmental Protection Officer has advised that this difference equates to a near doubling of perceived loudness.

68 The applicant's submitted Technical Note (reference 7261.191015.TN2.3) helpfully includes a number of modelled noise maps, that correlate well with the Council's surveys and understanding of the site. It is considered that figure 1 (on page 4 of the TN) depicts the current situation, with the existing stadium on its current site and reflects the existing noise currently experienced by residents. It shows a noise exposure of 60-65dB $L_{Aeq,15mins}$ in the western quarter which is about 12-20dB above what the Environmental Health Officer considers to be reasonable using the agreed criteria. During the current Speedway racing season the Council has received some complaints about noise this season and your officers' view, from subjective judgement and measurement, is that noise currently

experienced (during the 2019 season) is well above what might be considered reasonable.

69 The TN (figure 2, on page 5) shows a model of noise propagation with the currently proposed mitigations; these are principally a redesigned public address system, a continuous 3.5m high noise absorptive barrier, and alterations to the building layout and starting line of the track. For the residents located to the west (touched by the orange contour band on the model) this represents an exposure of 54dB or slightly above. Your officers consider that it is reasonable to assume that this model is accurate, but as an acoustic model it has an element of uncertainty and it could slightly over or under report future noise from the stadium; there is estimate for the level of uncertainty attached to this model.

70 The submitted TN indicates that some suggested improvements, such as moving the start line, reconfiguring the PA system etc may offer further improvements, but does not quantify these. The noise model plot shows that the proposed design of the stadium incorporating the 3.5m high noise barrier falls short of achieving the required control of noise by about 6-8dB. To assist in understanding what a 6dB change in sound level represents, the Environmental Protection Officer has advised that in terms of perception, an increase of 6dB may be perceived by the listener as a 50% increase in loudness. (A 10dB increase is perceived as twice as loud). To reduce the sound level from a generator 10 metres away by 6dB it would be necessary to move it a further 10 metres away (to 20m). In order to reduce the perceived noise from a busy road located 10 m away by 6dB it would be necessary to move a further 30m away, to 40m distant.

71 The applicant has also modelled a number of scenarios with further mitigations. Further modelled mitigations are:

1. The absorptive noise barrier is increased to 4m height (+0.5m)
2. The absorptive noise barrier is increased to 4.5m height (+1.0m)
3. The absorptive noise barrier is at 3.5, as proposed, with the track level excavated to a depth 1.0m lower than proposed.
4. The absorptive noise barrier is increased to a 4.5m height and the track level excavated by a further 1.0m lower than proposed.

72 The submitted TN assesses these four options and assigns an increasing insertion loss to them and by how much they would reduce noise exposure. The difference between the proposed noise barrier at 3.5m in height compared to that provided by the above options of a significantly higher barrier and a lowered track base would amount to only 2dB. The Environmental Protection Officer has advised that this indicates how difficult it is to improve noise emission in that location. Furthermore, it is not certain that any of them could be applied in practice. In any case none of these options would achieve the appropriate noise limit criteria.

73 However, the applicant's TN considers some other less tangible mitigations to try to bridge the gap; these are:

1. A Neighbour Hotline, manned during all events, to enable residents to report noise complaints directly to the stadium.
2. Regular Community Liaison Events, such as coffee mornings or evening meetings to inform residents as part of continuing liaison.

3. A Noise Management Plan; a working document detailing how noise will be managed at the site which could respond to concerns raised.

74 The Environmental Health Officer has advised that all of the above can be useful in managing noise and limiting perceived disturbance of local residents in certain circumstances. A Neighbour Hotline could be useful if it is well publicised and if concerns that are raised are properly and quickly acted upon. However, if the hotline falls out of use or, if concerns are not immediately acted on local resident's trust will be lost. Secondly, community liaison can be very useful, and the Council has experience of a good scheme (that accompanied the rail electrification works through the town). These schemes rely on regular leafletting, meetings, letters or other wide engagement however. Although useful, community liaison in itself will not reduce noise emission, but can have some impact on how it is perceived by some residents.

75 As it is difficult to enforce either of the above measures, a planning condition would be required to control the implementation, deliver and regular monitoring of a hotline and community liaison, but this would require an on-going resource to ensure compliance. Similarly, a Noise Management Plan (NMP) can be very effective at limiting excess noise impacts, but usually this is to ensure that agreed noise limits are met and maintained through affirmative action, as noise is managed to a standard or limit. In this instance, as appropriate noise limits (the racing noise limit) cannot be met, the impact of a NMP would relate to minimising excess or non-conforming noise. Again this could be controlled through a planning condition.

75 In summary, on the basis of the Council's noise monitoring and the applicant's acoustic TN, it is clear that appropriate noise limits based on the agreed formula for an agreed racing noise limit, can be achieved with the stadium retained in the proposed location. The Environmental Health Officer has advised that in acoustic terms the current proposal falls short by a significant margin. However it is acknowledged that a new stadium in the same current location with the noise mitigation measures proposed would improve the situation for current residents, who are currently significantly affected as there is currently no acoustic mitigation and no measures by the applicant to monitor or control noise impacts. However, planning conditions 45 and 46 of the outline permission do refer to the noise levels to be achieved in bedrooms and living rooms, post construction. This requires that noise from individual external events typical to the area shall not exceed 45 dBLA max when measured in bedrooms and living rooms internally between 23:00 and 07:00 post construction. It is unlikely that the development will fall foul of this condition as the speedway activity tends to finish before 11pm.

76 The Environmental Protection Officer recommends that there are no planning conditions that can be recommended to achieve the agreed racing noise levels and that if reserved matters approval is granted the previously agreed racing noise levels cannot be met, albeit that these were for the re-development of the site on land to the east which is further away from the nearest residential dwellings.

77 In addition to the above acoustic matters, there will be some visual impacts of the acoustic barrier that will be screened to some extent by proposed new landscaping. It is considered that this is in the context of the proposed acoustic mitigation and the overall benefit to local residents that will improve the existing noise environment during speedway racing events, although not to the level of noise attenuation that was previously achieved for

the alternative site to the east. Whilst policy DE1 requires a high standard of design, the proposed acoustic barrier is related to the functional need of the development, the close relationship with neighbouring residential development and the existing site conditions, as there is currently no noise attenuation. It is considered that the proposed noise mitigation measures will reduce noise disturbance to levels that are at or below the agreed target race noise levels across the existing and proposed residential areas.

78 It is considered that notwithstanding the fact that the previously achieved racing noise levels cannot be achieved and taking careful account of the advice and recommendations of the Environmental Protection Officer, in terms of the planning balance it is considered that the provision of the new noise attenuation barrier is an important public benefit, compared to the existing situation where there are no noise attenuation measures. However it should be noted that on the basis of the applicant's TN and the analysis of the 4 options (for increasing the height of the acoustic barrier and/or lowering the height of the track) would not in any event achieve the previously agreed racing noise levels. Therefore it is the case that if the stadium is retained on the existing site, this would be on the basis that existing residential occupiers and their amenities continue to be affected by racing noise, albeit improved in terms of the existing situation by the proposed noise attenuation.

79 The alternative would be that the stadium is re-located to the site to the east. However, that alternative site is no longer proposed by the applicant and as the existing use is lawful, in planning terms it could continue on the existing site, without noise mitigation. The current application proposal seeks to provide for speedway racing to continue and to co-exist alongside the new residential occupiers, for new facilities for speedway racing to be provided whilst mitigating the existing impacts on residential amenity. On this basis, notwithstanding the visual impacts of the acoustic barrier and the recommendation by the Environmental Protection Officer, taking account of the complex history of the site your officers recommend that as there will be an improvement in terms of noise and the existing impacts on living conditions the application accords with policy DE1 of the Swindon Borough Local Plan.

Third party representations

80 With respect to the third party representations relating to the greyhound racing part of the proposals, the Council's Environmental Protection Animal Officer has advised that the objections have been reviewed and that all racing tracks and trainers are required to adhere to primary legislation, in the main this is the Animal Welfare Act (2006) and that upon receipt of a complaint the Council may take action for the RSPCA. The Environmental Protection Animal Officer has advised that no complaints have been received about the Swindon track although complaints have been previously received about trainers; these complaints were investigated, but it was found that the animal's welfare was not at risk and no other previous investigations locally have required action.

81 The representations relating to animal welfare concerns, specifically the greyhound aspect of the development, have been carefully considered, but this reserved matters application and the relevant planning issues to be considered relates to the layout and scale of the development, its external appearance and its landscaping, not whether or not greyhound racing is part of the development. The original outline permission permitted a mix of greyhound and speedway racing and this application includes facilities to continue

greyhound racing. It is considered that the type and mix of racing activity that is carried out is a matter for the stadium operator and this proposal does not affect the requirement to comply with statutory provisions regarding animal welfare legislation.

Section 106 agreement

82 The original section 106 agreement and subsequent Deeds of Variation required that part of the open space be laid out before the occupation of 100 dwellings; this provided for the construction of the equipped areas of play, with the remaining open space and facilities, within 6 months of the practical completion of the new stadium. The Deed of Variation agreed in 2014 between the Council, the applicant (and other parties with an interest in the land) inserted replacement clauses for the open space and increased the number of additional homes to be occupied, to 307 dwellings, before the open space was laid out; at that time this change was agreed by the Council to enable the owners to carry out additional "enabling" development to come forward and to be carried out before the open space was constructed. However, despite agreeing additional flexibility to allow additional residential occupations to take place, the open space was not constructed and at present 379 homes are occupied at the site without any open space or play areas.

83 In 2015 the new s106 agreement agreed alongside the new 2015 outline planning permission, included further safeguards for the delivery of the new stadium, amongst other planning considerations and included the following;

- a) To submit an application for reserved matters approval for the new stadium before the defined "long stop date" and to use their reasonable endeavours to obtain planning consent for the new stadium on or before the new stadium reserved matters planning application long stop date; this was defined as 12 months after completion of the agreement, namely before April 2016.
- b) That the applicant use "their reasonable endeavours to ensure and/or procure Practical Completion of the New Stadium" on or before the defined stadium construction "long stop date", defined as 18 months after the completion of the agreement in April 2015, namely before October 2017.
- c) Not to occupy any additional residential units constructed on land identified within the agreement (described as the "restricted zone" that is occupied by the existing stadium) until the practical completion of the New Stadium.
- d) To make provision for a site for the Wiltshire Fire and Rescue Service (now the Dorset and Wiltshire Fire and Rescue Service) for a new fire station north.

84 As described above at paragraph 15, although an application for reserved matters approval for the new stadium was approved in August 2016, works to implement the development did get underway and the new stadium was not completed in accordance with the agreed "long stop date" of October 2017. The Borough Solicitor formally notified the applicant and other parties with an interest in the land, that the failure to provide the open space and to complete the new stadium was in breach of the s106 agreement.

85 The applicant and other parties responded to the Borough Solicitor and referred to delays to the implementation of the approved drainage works and to another subsequent

change to the proposal to retain and re-develop the stadium on the existing site. Following the resolution of the November 2018 Planning Committee, the applicant decided to make further changes to the layout of the new stadium which has consequently resulted in further changes being made to the open space, landscaping and drainage proposals. Due to the fact that a significant period of time has elapsed since the outline planning permission was first granted in 2011 and the delays that have been caused to the delivery of the open space and the new stadium, your Officers recommend that approval of this new reserved matters application should be linked to a new section 106 agreement, to address the following matters;

- a) No additional housing is to be developed until the new stadium is operational and substantially complete. (Definition of operational and substantial completion to be agreed.)
- b) Other permissions and approvals for alternative proposals (the revised outline S/OUT/14/0833 and subsequent reserved matters approval S/RES/16/0036 for the new stadium) are to fall away and be revoked.
- c) The full application for an alternative re-development of the stadium on land owned by the Council (S/16/0959) is to be withdrawn.
- d) The outstanding drainage details to be agreed by the Council and Lead Local Flood Authority are to be constructed and implemented by an agreed long stop date.
- e) The changes to the laying out of the open space/linear park, including the equipped play area and multi-use games area (MUGA) consequent to the revised stadium proposals are laid out and constructed by the applicant by an agreed long stop date.

86 As described above, following the November 2018 Planning Committee, the applicant's Solicitor submitted further draft s106 agreement, but the above Heads of Terms have not been agreed as the submitted draft agreement does not include all of the above matters.

87 Further negotiations have taken place to discuss the most recent draft agreement (September 2019) which proposes a two stage process that certain works are carried out as "identified milestones" works in accordance with a works programme, including the construction of the stadium buildings, the outstanding drainage works, the landscaping and open space and not to commence development of the additional residential units until specific milestones relating to the stadium development have been completed and have been certified as being complete. The draft agreement also includes a clause that commits the operator to ensure continuous operation of the speedway and greyhound racing throughout the period whilst the "milestone" works are undertaken.

89 The applicant's willingness to agree draft provisions that prevent any works to construct additional housing at the site before the stadium works are completed is welcomed and subject to several minor changes being agreed relating to the scope of the agreement and dealing with outstanding provisions of the existing agreement, your officers consider that this approach is acceptable. As the legal matters raised in the s106 agreement are complex and have been difficult to resolve, it is recommended that the application is determined on this basis, given the conflicting planning considerations and legal issues set out above.

Concluding Comments:

90 In weighing the considerations for and against the development, officers have carefully considered the advice from EHO colleagues regarding the impact arising from noise from speedway events and that the predicted noise levels at the nearest residential properties will be above those than if the stadium was constructed to the new location to the east.

91 However that is no longer before members as the applicant wishes to refurbish and improve the existing stadium. It is clear that the acoustic mitigation measures proposed will improve upon the present situation and will be likely to result a significant reduction over the levels currently experienced by the nearest residents. Given that the present stadium use is lawful and could continue unmitigated, it is felt on balance that whilst a new location is preferable, the scheme before members does bring about improvements over the present situation and therefore on balance the scheme is supported. Further, the Speedway team had a successful season last year and that resulted in 23 home meetings so any impact is limited both in number and duration and is known in advance.

92 It is considered that the design and layout of the development is appropriate for the proposed use and the proposed form and function of the development generally acceptable. Although the open space has been adversely affected by the drainage basins constructed, it is not considered that there are significant adverse design impacts that outweigh the benefits of the development as a whole and accords with the National Planning Policy Framework (NPPF 2019) in so far as "decision-makers at every level should seek to approve applications for sustainable development where possible." (para 38 NPPF 2019).

91 Taking account of all of the above material planning considerations, the NPPF and the relevant policies in the Local Plan set out above, it is considered that provided that a new section 106 agreement is concluded without further delay and includes appropriate time limits/long-stop dates and triggers for delivery, the proposals will secure the re-development of the stadium to provide new facilities for speedway and greyhound racing, whilst also mitigating the noise impacts and providing for the construction of the open space, the equipped areas of play and the drainage infrastructure in a timely manner without further delays or uncertainty.

Recommendation

92 That the Head of Planning, Regulatory Services and Heritage be authorised to APPROVE the Reserved Matters, subject to the planning conditions set out in the report, together with any amended, omitted or additional conditions, upon the completion of a Section 106 agreement to mitigate the impact of the development, including for acoustic mitigation and to ensure the satisfactory completion of the stadium development and the other strategic development including the open space and play areas and the construction of the necessary drainage infrastructure. In the event that the applicant fails to enter into an agreement before 30th November 2019 or fails to agree to an extension of time for the determination of the application to enable the Council as Local Planning Authority to deal with these matters, then the Head of Planning, Regulatory Services and Heritage be authorised to refuse the approval of reserved matters.

Conditions/Reasons

External facing materials

1. Prior to the commencement of works above damp proof course level to construct the stadium buildings, race buildings stands and for the avoidance of doubt other buildings shown on drawing 3320/0150 rev G (master plan) on site in connection with the development hereby permitted, details of all external facing materials shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with these approved details.
Reason: To ensure that the appearance of the development is satisfactory.

Boundary treatment

2. Prior to the commencement of works on site in connection with the development hereby permitted, a plan indicating the positions, design, materials and type of boundary treatment to be erected during the course of construction works and for the development as shown on the master plan drawing reference 3320/0150 rev G shall be submitted to and approved in writing by the Local Planning Authority. This boundary treatment shall be implemented before the buildings are first occupied or in accordance with a timetable that has first been submitted to and agreed in writing with the Local Planning Authority, and shall be retained in the approved form for so long as the development hereby permitted remains on the site.
Reason: In the interests of the amenities of the area.

Water supply

3. No development hereby permitted above damp proof course level shall commence until details for the provision of a water supply network and/or hydrants to meet the fire-fighting needs of the development (to include installation arrangements and the timing of installation) have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be provided in accordance with the agreed details.
Reason: In the interests of safety

Drawings approved

4. This approval shall be in respect of the following drawings;

Original submission received 25 Jan 2016

Elevations 3320/301

Elevations Competitor Area 3320/300

Location Plan 3320/0110

Acoustic Plan 3320/0130

Training Kennels 33230/0210

Roof Plan 3320/205

Track Design

Ground Floor Plan Stadium 3320/203

First Floor Plan Stadium 3320/204

Swept Path Analysis for Taxi Lay-by 1307-31/SP08

Development Location Plan 1504-92/100

General Arrangement 1504-92/101

Original supporting documents received 25 Jan 2016

Design and Access Statement

Transport Statement

Phase II ecology surveys

Acoustic Report
 Drainage Strategy
 Geo-environmental Site Assessment Report
 Archaeological Evaluation
 Revised plans
 Swept path 1307-31 SP05 rec E received 20 July 2016
 Construction Details C SA 90 0003 A04 received 20 July 2016
 Master plan-Altered site 3320/0150 rev G received 20 July 2016
 General Arrangement C SA 90 001 A03 received 20 July 2016
 Infrastructure Landscape Softworks Planting Plan to Balancing Pond AJA.2333.04 issue 05 received 1 July 2016
 Open Space Layout Context Plan AJA.2333-11 issue 01 received 1 July 2016
 Soft Landscape Scheme AJA.2435-01 issue 07 received 01 July 2016
 Travel Plan (revised) received 31 May 2016
 Ecology report 1st July 2016
 received by the Local Planning Authority on the above dates.
 Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

Finished floor levels

5. Prior to the commencement of works on site to construct the stadium and buildings as shown on the master plan drawing 3320/0150 rev G in connection with the development hereby permitted, details of the proposed finished floor levels of the stadium and associated buildings in relation to the existing and proposed levels of the site and the surrounding land shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be constructed in accordance with the approved slab levels.

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

Acoustic mitigation

6. The acoustic mitigation measures described in the Clarke Saunders acoustic report (reference AS7261.150513.RM1.2) shall be fully implemented as proposed in the report and detailed on the application drawings. The installation of the acoustic barrier shall be continuous and imperforate, with a minimum surface density of 12kg/m² and at a height of 3.5m above the local ground height datum.

Reason: In the interests of the amenity of nearby residents.

7. In addition to the installation of the acoustic barrier to comply with condition 6 above, noise from stadium events shall be monitored. Details of a source noise monitoring scheme shall be submitted to the local planning authority for approval in writing and shall be implemented prior to the first Speedway racing event at the stadium. The noise monitoring scheme shall comprise a scheme for the accurate and continuous monitoring of Speedway noise levels, together with a reliable system and process of data management and storage and reporting to the local planning authority at regular intervals to be agreed with the local planning authority and/on demand at the reasonable request of the local planning authority. The noise monitoring scheme to be submitted for approval in writing shall include details of equipment precision, calibration, microphone location and measurement parameters.

Reason: In the interests of the amenities of nearby residents.

8. Noise emissions shall be monitored for each Speedway event held at the stadium and measured against the race noise trigger level of 57dB LAeq15min at the nearest residential properties. Before the third Speedway event takes place (at the new stadium) the stadium operator shall submit details to the local planning authority for approval in writing, of a trigger noise value at the monitoring location at the nearest residential properties. Where the race noise level exceeds the trigger level on three consecutive events, the stadium operator shall submit a further acoustic assessment report to assess and evaluate whether or not there were any extenuating meteorological conditions that may have affected these results. Where no such mitigating factors are reported to the local planning authority that may explain or justify exceedance of the trigger noise levels, before the expiry of 28 days of the notifiable third Speedway event, the stadium operator shall submit further details to the local planning authority for approval in writing of a scheme to identify additional noise control measures and these shall be implemented prior to the next Speedway event.

Reason: In the interests of the amenities of nearby residents.

9. Before the first Speedway event commences, a scheme shall be submitted to and agreed in writing by the Local Planning Authority to identify and specify measures and provisions to be made for the control of noise emanating from the site in accordance with the Code of Practice for Noise and Vibration Control on Construction and Open sites BS 5228. The noise mitigation scheme shall be fully implemented prior to the first use of the site. The scheme shall thereafter be maintained in its approved form and shall not be modified or altered unless otherwise first agreed in writing by the local planning authority.

Reason: In the interests of the amenities of neighbouring residents.

Hours of work

10. No construction work including site clearance and delivery of materials shall be carried out except between the hours of 07.30 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays and at no times on Sundays or on Public or Bank Holidays.

Reason: In the interests of the amenities of neighbouring residents.

Trees and hedges protection

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

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

Ground remodelling

12. Prior to the commencement of works on site above damp proof course level in connection with the development hereby permitted, details of a scheme for the ground re-modelling and re-profiling of material currently stored at the site, including details of any

tree protection measures necessary to protect trees at the site and adjacent to the site shall have first been submitted to and approved in writing by the Local Planning Authority. Such ground re-modelling/re-profiling measures shall be implemented in accordance with the approved details prior to the occupation / first use, of the development hereby approved.
Reason: In the interests of the amenity.

Pedestrian routes

13. The pedestrian routes and linkages to the adjacent open space shown on planning layout drawing 3320/0500 shall be constructed and made available for use prior to the first use or occupation of the development hereby approved, or in accordance with a timetable that has first been agreed in writing by the Local Planning Authority.

Reason: To accord with the terms of the permission and to ensure that pedestrian links are provided to the open space and surrounding pedestrian network.

Landscaping

14. Prior to the commencement of works on site in connection with the development hereby permitted, a scheme of landscaping to include a planting schedule and time table of works, shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the positions, species and crown spread of all existing trees and hedgerows on the land, detailing those to be retained, together with measures for their protection during development. The approved scheme shall be implemented as per the approved timetable.

Any tree or shrub planted in accordance with the scheme which is removed, dies or becomes diseased within a period of five years from first being planted, shall be replaced by one of a similar size and the same species.

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

Informatives

1. The applicant is advised that details of the surfacing of the car parking facilities submitted within the reserved matters have assumed a CBR of 5% which is not acceptable. This aspect is not to be decided at this stage as it is controlled by Condition 26 of the outline permission.

2. The applicant's attention is drawn to a number of pre-commencement planning conditions that form part of the outline planning permission S/07/1365 and S/12/1826 including but not limited to the following matters; construction management plan (condition 8); temporary access and car parking (condition 9) and wheel washing (condition 10).

3. The applicant's attention is drawn to the provisions of the section 106 planning obligations, specifically with respect to the implementation of the Travel Plan, delivery of the new stadium and other infrastructure.

4. The approval of reserved matters does not authorise any works to be undertaken on or

over the public right of way and this route shall remain open and free from obstruction; further details can be obtained from the Council's Public Rights of Way Officer (Highways and Transport 01793 466382).

End of Report