

## **PLANNING COMMITTEE**

**TUESDAY, 27 NOVEMBER 2018**

PRESENT: - Councillors Timothy Swinyard (Chair), Toby Elliott (Vice-Chair), John Ballman, Alan Bishop, Malcolm Davies, Steph Exell, Fionuala Foley, Nick Martin, Jane Milner-Barry, Stan Pajak, James Robbins, Vera Tomlinson and Peter Watts.

### **39. 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.

### **40. Public Question Time**

Mr. John Radford asked a public question in respect of the Council's Planning Policies on global warming. The Chair responded at the meeting.

Mr Ben Bell asked a public question in respect of the effect on air pollution arising from Council Planning Policies and developments approved. The Chair responded at the meeting.

Mr Bill Janson asked a public question seeking clarification as to whether the Local Plan 2026 could be reviewed to take into account the latest evidence from Government and International bodies in respect of climate change. The Chair responded at the meeting.

Mr Bill Janson asked a supplementary question in respect of reviewing planning permissions granted for development for schemes not yet commenced, in order that these might be made more environmentally friendly. The Chair responded at the meeting.

Mrs Helen Harris asked a public question requesting clarification as to changes to future Council planning policies relating to leisure and economic development within the Borough to make them environmentally sustainable. The Chair responded at the meeting and indicated if Mrs Harris provided an email address to the Clerk further information would be provided.

Mrs Harris asked a supplementary question asking if the Council would take independent action to make its planning policies more environmentally friendly as changes to Government Guidance would likely take some time to be published. The Chair responded at the meeting and indicated if Mrs Harris provided an email address to the Clerk further information would be provided.

### **41. S/RES/18/0202/TB Erection of indoor ski, cinema, bowling and trampoline facilities (Class D2), shops, restaurants & cafes (Class A1 - A3), parking, landscaping, access and associated works - Reserved Matters from previous outline application S/OUT/15/0943. Land at North Star (Phase 1), North Star, Swindon (Ward: Rodbourne Cheney)**

In respect of application numbered S/RES/18/0202/TB Erection of indoor ski, cinema, bowling and trampoline facilities (Class D2), shops, restaurants & cafes (Class A1 - A3), parking, landscaping, access and associated works - Reserved Matters from previous outline application S/OUT/15/0943. Land at North Star (Phase 1), North Star, 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>
John Watkins	Applicant
Councillor Des Moffatt	Ward Councillor
Councillor Jim Grant	Ward Councillor
Councillor Bob Wright	Swindon Borough Council
Councillor Gary Summer	Swindon Borough Council
Councillor Dale Heenan	Swindon Borough Council
James Yeowell	Parish Councillor
Rod Hacker	Wilts and Berks Canal Trust

Councillors John Ballman, Alan Bishop, Toby Elliott, Steph Exell, Nick Martin, Jane Milner-Barry, Stan Pajak, Jim Robbins, and Peter Watts spoke in respect of this application.

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

- Considerably resources had been devoted to the scheme and application over the previous two years to meet and surpass the development agreement between Severn Capital and Swindon Borough Council.
- The developers had been continually challenged to ensure the quality of design and credentials of the scheme by officers of Swindon Borough Council.
- The design brought forward a quality leisure facility that was contemporary and sympathetic to the environment in which it sits with attractive open areas included.
- It is intended that the scheme will provide the best and most inclusive snow dome facility in the United Kingdom for skiers, non-skiers and snowboarders.
- Great care had been taken to minimise the environmental impact of the facility with natural ventilation and natural light in the atrium courtyard and to feed into future development phases and would be the most energy efficient facility of its type in the United Kingdom using the latest specifications for heating and cooling which have developed greatly since the last ski slope was built in the country.
- Future phases could include alternative energy generation.
- The developer's had worked extensively with Swindon Borough Council in respect of traffic modelling and mitigation measures in respect of traffic created by the centre (this data had been updated in September to ensure its relevance and would be on-going in the event of additional phases).
- Alternative means of transport to the site had been considered including cycleways and footpaths, electric charging points had been included in the

development and there was a commitment to work with Swindon Borough Council in respect of Park and Ride facilities to reduce the carbon footprint by reducing car journeys.

- It will provide employment opportunities for local people who would have parking on site as well as cycle storages and public transport as options available to them.
- A number of agreements had been reached with other leisure providers and retailers to offer a rounded provision for customers and was a testimony to the quality of the scheme and Swindon as a location given the current financial headwinds.
- Subject to agreement on planning permission funding for the scheme had been agreed.
- That car parking on site would be sufficient to cater for the demands of the development and included a car park management plan.
- That officers fully supported a well-rounded application.
- A signage strategy for traffic had been included within the proposals in the application.
- Any further phase would be considered on its own merits.
- Peak hour traffic generation was not during work hours and that this would help to mitigate traffic congestion.
- The application landmark for Swindon and would help Swindon to become a regional destination.

Additional comments in respect of the application can be broadly summarised as:

- That the Council should seek an agreement with the management of the site in respect of the use of the car park in order to allow employees to park on site, without charge, rather than finding space to park their vehicles within adjoining residential areas which were already impacted by commuters parking and walking into the town centre.
- That vehicle number plate recognition technology should be incorporated to assist with speeding up egress from the site for customers who have paid to park in the car park.
- That land adjoining the site, but not included in the planning permission footprint, should either be included in the overall scheme or ceded to Swindon Borough Council in order for it to be properly and kept litter free.
- That the power plant identified within the plans should be shielded to prevent noise and other environmental pollution affecting the residential housing in close proximity, including but not restricted to Harcourt Road.
- That further traffic modelling in respect of Crickalde Road, Town Centre, Kings Hill Roundabout and Bruce Street Bridges Roundabout should be undertaken.
- That the development should be landscaped to prevent, as far as was possible, light pollution to residential properties in the vicinity.
- That local residents who had been canvassed by Ward Councillors were broadly in favour of the development although were concerned at the potential impact of the additional traffic on the local highway infrastructure.
- There is already bottlenecks in the areas leading to the site and roads were often at capacity.
- Great Western Way already had artificially created queues leading from it because it was unable to cope with current traffic levels.

- There would be an impact on the highway infrastructure from the north of the site arising from Swindon residents' using the facility and so further highway mitigation would be required for Phase 2 and that this should be made public.
- That town centre traffic mitigation schemes should have been designed in conjunction with this scheme as there was connectivity and a deferral would help facilitate this.
- That the route of the Wilts and Berks Canal needed to be protected and that this should include space to build the canal and its supporting infrastructure.

Submissions opposing the application can be broadly summarised as:

- The effect of traffic on residential areas in the town centre.
- That the Environmental Impact Assessment was the same as submitted with the previous application for a snow dome in 2013 and an updated assessment was needed to reflect the increase in traffic in the surrounding area over the last five years.
- That developments of this type were more environmentally friendly and energy efficient and that this development should meet the Breanne Standard and should be a zero carbon development.
- There has been no effort to provide green energy on-site for the development.

Resolved – (1) That the reserved matters be granted subject to conditions including a condition requiring details of lighting to be submitted for approval.

(2) That condition 21 of the outline permission reference S/OUT/15/0943 be partially discharged in so far it relates to Phase 1 of the development only.