

PLANNING COMMITTEE

TUESDAY, 9 JUNE 2020

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

Apologies for absence were received from Councillors Carol Shelley and Vera Tomlinson.

73. 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 at this time.

74. Public Question Time

The Committee was advised that the following public questions were received from Mr Dick Millard.

On behalf of the Swindon Cycle Campaign, I would like to ask about provision for cycling in the NEV and especially in the Lotmead development (item 5).

Could the committee please confirm that:

- 1 A cycle route from the development along the Wanborough Road and in to Covingham will be provided?
- 2 Within the Lotmead development
 - (i) Pedestrians and cyclists will get priority when crossing roads (use raised sections of road?).
 - (ii) The paths in the greenways will be constructed sufficiently wide to carry both pedestrians and cyclists with appropriate signage.
- 3 Can the planning team provide an map showing how cycling provision in the NEV, including in this development, links up to form a coherent network overall?

The Committee was advised that as these questions referred to application S/OUT/19/0582 and could not therefore be considered under public question time (paragraph 8 (c) Public Question Time at Council Meetings – Protocol and Guidance. Part 5 of the Constitution. However, these questions had been circulated to members' for information and would be considered as a representation during the discussion of the application.

- 75. S/OUT/19/0582 - Outline Planning Application (means of access off Wanborough Road not reserved) for demolition and/or conversion of existing buildings and redevelopment to provide up to 2,500 homes (Use Class C3); up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4); up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches; 2no. 2 Form Entry primary schools; green**

**infrastructure; indicative primary access road corridors to A420;
improvements to Wanborough Road and associated works**

In respect of application numbered S/OUT/19/0582- Outline Planning Application (means of access off Wanborough Road not reserved) for demolition and/or conversion of existing buildings and redevelopment to provide up to 2,500 homes (Use Class C3); up to 1,780 sqm of community/retail uses (Use Class D1/D2/A1/A3/A4); up to 2,500 sqm of employment use (Use Class B1); sports hub; playing pitches; 2no. 2 Form Entry primary schools; green infrastructure; indicative primary access road corridors to A420; improvements to Wanborough Road and associated works 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) Additional papers received and circulated prior to the meeting.
- (e) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Mr Jeff Richards	Agent
Mr Julian Jones	SCAN
Ms Anish Harrison	Local Resident
Councillor Gary Sumner	Cabinet Member
Councillor Dale Heenan	Ward Councillor

Councillors John Ballman, Jane Milner-Barry, Nick Martin, Stan Pajak and Peter Watts spoke in respect of this application.

The application can be broadly summarised as:

- The application before Members was an outline application for development at Lotmead which would comprise two of the New Eastern Villages, Lotmead and Lower Lotmead, and was the fourth strategic application for the new eastern villages to be presented to the Committee.
- Previous strategic applications in respect of the New Eastern Villages approved 2,380 homes north of the A420 at Rowborough South Marston, 370 Homes at Redlands and strategic employment land at Symmetry Park (which would be considered later in the meeting).
- An initial application for similar development at the site had been refused by the Head of Planning, Regulatory Services and Heritage under delegated authority in 2016. Following an appeal by the applicant the appeal was dismissed by the Secretary of State in June 2018.
- Following the refusal by the Secretary of State, the Local Planning Authority and developer worked together on a suitable application based upon the guidance following the refusal of the appeal. This application had “designed out” failings in the previous application and had come forward in accord with the Secretary of State’s Guidance and the requirements of the Local Plan.
- The application is in line with the use for this site, as identified in the Council’s adopted and emerging Local Plans, which have been the subject of public examination in front of an Inspector.

- Should the application not be agreed, the housing allocated to this site within the Local Plan would need to be built elsewhere in the Borough on sites that would be less sustainable and would be likely to place greater demand on existing infrastructure.
- The recommendation for the grant of the application was subject to the signing of a Section 106 agreement, the heads of terms of which were set out within the report, along with the applicant agreeing to an extension of time to facilitate this.
- The application included up to 2,500 local homes, 2 primary schools, 2 local centres for community/retail use, a sports hub, strategic open space and parkland areas, strategic landscaping, strategic parkland areas and other green infrastructure, ecological habitat, allotments and local recreational spaces, play areas, community forests, up to 3,000sqm of business/employment use, flood plain restoration scheme, sustainable drainage features, a network of cycling and walking routes and land safeguarded for the future restoration of the canal.
- The reason for the refusal of the previous scheme was the impact on the heritage assets, including the roman town scheduled monument, the impact on protected trees, the lack of provision for primary schools and the Southern Connector Road, inadequate outdoor sports provision and play areas.
- The application before Committee was much improved and addressed these reasons for refusal and development close to the scheduled monument had been removed.
- Other positive improvements included setting housing further away from the scheduled monument, keeping the density low around the edges of the development and building heights were limited in the proximity of Lotmead farmhouse.
- The tree-lined avenue leading to Lotmead farmhouse had been protected.
- The Southern Connector Road was now properly accommodated within the development and identified as a primary route through the site.
- Other improvements included the identification of a primary school within the application for each village, the provision of allotments outside of identified flood areas, the concentration of the sports hub within one central location and a commitment to provide a variety of play provision for all residents.
- The scheme sought approval for the access to Wanborough Road facilitated through the improvement of the existing access serving the existing Lotmead Business Village; no more than 200 homes would have access to Wanborough Road.
- The scheme would also deliver a footpath/cycleway along Wanborough Road between Lotmead and Covingham to provide a more safer and attractive access for pedestrians and cyclists and would also provide a contribution towards a traffic calming scheme for Wanborough.
- The primary points of access for the development would be through two access points to the north to the A420 through Symmetry Park and Great Stall East, a Southern Connector road linking to the A419 and M4 and through Redlands for local journeys.
- There are existing water courses near to and within the site that would be retained and was supported by the Environment Agency and Lead Local Flood Agency subject to a number of conditions. It was also satisfied that the development would not offer a flood risk to the proposed or other existing developments. The flood risk assessment had made allowances for climate change and the surface water drainage strategy complied with adopted New

Eastern Villages Sustainable Drainage Vision Supplementary Planning Document.

- The Illustrative Master Plan to the Outline application showed how the scheme would be delivered and a series of plans addressed issues such as density, movement network and green infrastructure. Additionally the application was supported by a Design and Access Statement with a strong vision for the development which accorded to the Local Plan and identified six individual character areas.
- An Environment Statement had been produced to assess the impact and identify mitigation measures.
- To achieve the vision the applicant had also submitted a Strategic Design Code which effectively set the rules and expectations for the development, and in particular for the Strategic and Public Realm Areas of the scheme and was a key part of the application.
- In accordance with Local Plan policies and Supplementary Planning Documents, the application was expected to secure affordable housing and infrastructure onsite and offsite either through direct delivery or financial contribution to mitigate the impact of the scheme and to support the community.
- Planning Policy DE2 relating to energy efficiency requiring Code for Sustainable Homes level 4 had been superseded by Government Policy which would responded to and incorporated during reserved matters discussions.

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

- The scheme included 500 affordable homes, equivalent to 20% across the site, the infrastructure to be provided by the developer included necessary highway links to the north and south, community facilities and green infrastructure with more than £50.5 million in contributions in accordance with the New Eastern Villages Delivery Plan and prioritisation matrix previously approved by Planning Committee.
- The application was considered to comply with the provisions of the National Planning Policy Framework, development policies of the Swindon Borough Local Plan 2026 and in particular Policy NC3 in respect of the New Eastern Villages.
- The applicants had collaborated with the Council to address issues within the original application meeting design codes and adding greater certainty to the development
- The wider development comprised over 200 acres of green space including woodlands and open meadows.
- The development secured the necessary infrastructure to support the development and to mitigate the development.
- It also added to the wider infrastructure and facilities, including medical, to the wider eastern villages development.
- The road structure was carefully designed to encourage residents to use the southern connector road to go either to the north or south.
- The application had support of officers with a recommendation to grant the application subject to conditions and the signing of a section 106 agreement with all previously contentious issues having been resolved.

- The scheme had been refined to take account of the views of officers, statutory consultees and the public to produce a mixed-use sustainable community with excellent links to the wider eastern villages.
- The scheme would provide 2,500 much needed homes including 500 affordable homes, 2 primary schools, 2 local centres, a substantial sports hub and pavilion, significant further areas of open space, the retention of Lotmead Business Village and the creation of new business space.
- Cycleways and footpaths allowed easy access to facilities within the scheme with residents also having good access to public transport and would benefit from the New Eastern Villages Travel Plan being developed by the Council.
- Highway infrastructure would link the development to Symmetry Park to the north, Great Stall East, and a proposed Southern Connector road linking to the A419 allowing significant highway benefits and meeting the Home England funding criteria for the Southern Connector Road.
- This highway infrastructure would also link facilities within the development.
- The development also contributed to wider infrastructure improvement including public transport and local road improvements within Covingham and Wanborough.
- The development had been led by natural assets and key characteristics of the site including watercourses, hedgerows and trees with a tailored approach to individual areas within the site. It also included large green areas, including formal sports pitches, children's play space, a nature park, large areas of woodlands, village greens, allotments and substantial areas for ecological enhancement.
- The application included a strategic design code for the clear and successful delivery of the development which had been welcomed by the urban design officer.
- The conditions set out within the report addressed concerns raised by officers, Ward Councillors and residents and that it was likely this development would be undertaken over the longer term.
- All non-residential buildings in the development would need to meet the Building Research Establishment Environment Assessment Standard under the proposed Condition 53.
- The proposed development included £2.5 million towards a medical centre in the area.
- Any development would be subject to a final detailed archaeological Mitigation Strategy is required to be submitted to and agreed in writing by the Local Planning Authority. The applicant had also secured a Heritage Management Plan which was supported by Heritage England to enhance and protect the roman settlement.
- The Viability Challenge which assessed what the scheme could afford and New Eastern Villages Infrastructure Delivery Matrix would ensure key infrastructure would be provided first; in the event of grants being received for infrastructure any Section 106 funding identified for this purpose would be allocated to boost affordable housing or other infrastructure items.
- Public transport issues had been addressed in paragraph 9.130 of the report. The bus route was above minimum standards and could be dealt with at the reserved matters stage.
- There was a requirement as part of the application that not less than 2% (rounded up) of the total residential development shall be provided

as Wheelchair User Homes and, as a minimum, meet the standards specified within

- Part M4 (3) Category 3 of the Building Regulations 2010 (2015 edition).

Submissions opposing the application can be broadly summarised as:

- Although the application had a good energy and sustainability statement clarification was required in respect of the level of ambition required by the Local Plan.
- Energy efficiency was important both locally and for the climate and homes should be built accordingly with energy savings outweighing additional building costs within a decade. Energy efficiency was much cheaper to incorporate in design and construction when compared to retrofitting properties.
- Whilst the Code for Sustainable Homes is no longer recognised as a standard that can be enforced, the government allows and encourages local authorities to require new homes to meet equivalent energy efficiency standards. The latest planning guidance confirmed that councils can still call for energy efficiency standards equivalent to CSH level 4. Decisions by the Planning Inspectorate that the government intention is to maintain and increase the energy efficiency standards.
- If the committee is minded to grant the application, if approved the application should be conditioned requiring a minimum SAP value of 86 or above.
- The viability assessment does not explicitly mention the target energy efficiency and it should not be significantly impacted. If this requirement is met by 'fabric-first' measures as listed in the application, like insulation, air-tightness and MVHR, it should not have a big impact on build costs.
- Given that this is the largest application expected for some time in Swindon and there are others to follow in the New Eastern Villages it was important that the committee signals its intention on energy efficiency, rather than leaving it till the reserved matters application when it will be more difficult to incorporate the condition.
- The Garden Village Design Standard could have been used to further enhance the application.
- The merits of five storey building within the development were unclear given that Covingham and Wanborough consisted of two storey buildings and would be out of character.
- The construction management plan still needed to be submitted for approval and this should comply with traffic regulation orders in Covingham or Wanborough; this could be conditioned through a slight amendment to condition 35.
- There were concerns regarding the potential for flooding, especially given the watercourses within the development area and changing weather patterns and storms.
- Road widths should be 6.5 metres in width rather than 6.1 metres to facilitate easy access for public transport, and in particular buses, and to meet the standards of the Chartered Institute of Highways and Transportation.
- There is no provision for a rapid transport network, express bus infrastructure or park and ride with the exception of the purchase of the land for the proposed park and ride site. This meant the Council would need to find the money for the bus service and park and ride to prevent increased congestion on the route into Swindon.

- The Section 106 Agreement did not include £500,000 for the provision of a library which would be important for a new community.
- The government had set a date of 2050 for zero carbon emissions in the United Kingdom and therefore homes in the development should be more environmentally friendly in accordance with sustainable home level 4 to prevent the need for them to be retrofitted. Therefore Policy DE2 should be applied to the development through an additional condition.
- Goldsmith Street in Norwich which had won a number of awards, showed the standard for housing for which Swindon should strive.
- Wanborough Road, which would be used extensively for the first 200 properties, had a weight restriction on it which would require a Traffic Regulation Order to amend it and was likely to be challenged by local residents. It was also likely to increase heavy traffic in Covingham.

Resolved – (1) That the Head of Planning, Regulatory Services and Heritage be authorised to grant outline planning permission subject to:

(a) the completion of a legal agreement to secure the planning obligations that are material to the decision (as set out in paragraphs 9.118-9.140 of this report); and,
(b) 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.

(2) That it be noted that the applicant has agreed to extend the period in which the application can be determined until 12th June 2020. In the event that a further extension(s) of time is not forthcoming to enable the planning obligation to be completed and the decision issued, the Head of Planning, Regulatory Services and Heritage be authorised to refuse the application for the following reason:

The proposal does not comply with policies NC3, IN1, SD3, TR1, TR2 and EN2 of the Adopted Swindon Borough Local Plan 2026 and the provisions of the National Planning Policy Framework (NPPF), as an infrastructure package to mitigate the impact of the development has not been secured by means of a planning obligation and / or planning condition, so as to meet the infrastructure needs arising from the development.

(Councillor John Ballman made a personal and non-prejudicial declaration of interest in respect of proposed condition 57 (Wheelchair Accessible Housing) as he had a relative who was a wheelchair user.)

76. S/19/1891 - Erection of storage or distribution building (use class B8), ancillary buildings, offices, landscaping, vehicular parking, bus depot, creation of 2no. passenger vehicle accesses and associated works, Symmetry Park (Phase 6), Shrivenham Road, South Marston (Ward: St Margaret and South Marston)

In respect of application numbered S/19/1891 - Erection of storage or distribution building (use class B8), ancillary buildings, offices, landscaping, vehicular parking, bus depot, creation of 2no. passenger vehicle accesses and associated works, Symmetry Park (Phase 6), Shrivenham Road, South Marston 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) Additional papers received and circulated prior to the meeting.
 - (e) The comments at the meeting of the following interested persons:-

<u>Name</u>	<u>Address/Organisation</u>
Mr Tim Partridge	Agent
Councillor Gary Sumner	Cabinet Member
Councillor Russell Holland	Ward Councillor/Cabinet Member
Councillor David Renard	Leader of the Council

Councillors Jane Milner-Barry, Malcolm Davies, Stan Pajak and Peter Watts spoke in respect of this application.

The application can be broadly summarised as:

- The application was to develop phase 2 of the Symmetry Park Employment Area in the New Eastern Villages and this area already benefited from planning permission.
- The application sought to replace the existing phase 2 consent with a large warehouse and office unit bespoke design to allow an inward investment opportunity.
- The application had not been called in by either Councillors or the Parish Council but offered an important employment generating scheme comprising a large single building which is of significant size and scale and although replacing a scheme that has already been consented should be considered by Committee.
- The scheme was of similar parameters to the existing consent and with regard to the Local Plan is of the nature that is acceptable for the site. The proposed development replaced an application that no longer met market demand with one that does.
- The report recommendation was to grant the application subject to the signing of a Section 106 Agreement and subject to the applicants agreeing to an extension of time in order for the application process to be completed.
- Unit 1 to the north of the site received reserved matters approval (reference: S/RES/16/1233) on 24th October 2016 and this has been completed and is currently occupied. A proportionate financial contribution has been made to highway improvement projects and the Great Western Community Forest.
- Elements of the reserved matters for completing unit one, including the junction with the A420 and the highway leading to the roundabout junction with the east-west link road and the east-west link road itself, have been carried out.
- Strategic landscaping which formed part of the outline application and reserved matters for the development has been approved but also forms part of the application before the Committee. This would be affected by two additional accesses through the previously approved landscaping to serve the staff and visitors car park, which had disabled parking and a number of electric vehicle charging points in accordance with the Local Plan.
- In addition, the footpath and landscaping would be completed.

- The application was for a warehouse with an office development to its front and also consisted of car parking, a private bus depot for staff use, a secure motorcycle, a secure cycle compound and a loading area with the access road for this element already built for an earlier adjacent unit.
- A reserved matters application for the remaining area of employment land for a two-unit development (Units 2 and 3) was approved for B2 and/or B8 uses on 29th August 2019 but had not been implemented.
- The application included an acoustic fence that would be located within the strategic landscaping to the east of the site and would increase the effective height of acoustic screening. Previous approved to four metres above the height of the industrial unit forecourt to reduce noise transmission to the east.
- The buildings previously approved under reserved matters would have extended approximately 60 metres further west and the highest part of the proposed development was 30 metres further towards the north of the site. The current proposal would be set further back from the southern boundary than the other developments.
- The scale of the proposed development was approximately 171 metres from corner to corner in width and 365 metres corner to corner in length, and at its height comprising four storeys and could accommodate 6 full size football pitches.
- The colour scheme comprising a variety of grey colours, which matched the existing unit 1, was outlined on presentation slides being darker at the bottom, lighter in the middle and an even lighter shade towards the top of the building. A blue strip would be at the top of the building, with the exception of the southern side, which faced an area of outstanding natural beauty.
- The design of unit 1 had a curved roof with the proposed building having a flat roof and a parapet in order to screen the ventilation and solar array of 70 metres by 60 metres on the roof.
- The development could be partially seen from some parts of the footpath along the Ridgeway within the Area of Outstanding Natural Beauty although it was some distance away and would be set against industrial units further away.
- The application, if approved, included a Section 106 Agreement; part of the Section 106 Agreement for the previous outline application of approximately £4.1 million had been paid as part of the development of unit 1 on the site. As a result of an increase in floor space with the new application the overall contribution would increase to £6.15 million (with the contributions already paid this would reduce to £5.77 million) and would contribute to the Great Western Forest and highway improvements set out within the report.
- Highway England originally had some concerns given the increase in floor space over the outline; however the transport assessment had been reviewed and with the anticipated level of robot usage in the building Highway England had set a limit on the access and egress of traffic to the site during peak hours. This would be controlled by the Section 106 Agreement and these would be in place until the Gablecross roundabout improvements had been completed. A travel plan was also required.
- An up-to-date flood assessment, including climate change, for the site had been submitted to the Environment Agency who had withdrawn their objection on this basis.
- The Lead Local Flood Authority was satisfied with the level of discharge from the site in terms of the flood risk assessment and were considering further drainage plans that had been recently submitted by the applicant. It was

anticipated that an agreement would be reached but this would otherwise be conditioned.

- Natural England had no objections to the application.
- Some concerns had been raised by the Council Arboricultural Officer and the Landscaping Officer had raised some concerns but these were partially addressed with additional landscaping within the site that were in addition to the original reserve matters landscaping with the building having a smaller footprint.
- Highway concerns from Oxford County Council had been addressed within the transport assessment and drainage concerns would be addressed in the same manner as they pertaining to the flood authority's concerns.
- Oxford County Council had also requested a contribution to the S6 bus service running between Oxford and Swindon to cover additional service provision relating to shift patterns. Swindon Borough Council did not have a policy to cover such contributions and its highway officers did not consider this was justified. Stagecoach had indicated that they were likely to operate a significant service.
- Shrivenham Parish Council had raised concerns regarding additional traffic generated on the northern side of the A420 towards Oxford. The transport assessment had shown that the majority of traffic generated by the site would travel towards Swindon and use the strategic highway network. No other objections had been received from Parish Councils.
- There had been an objection from a household in the area relating to the loss of a mature oak tree. It had been agreed that the tree would be removed, as part of the reserved matters, due to its quality and health although it was an old oak tree offering some ecological benefits. As permission had already been given, its retention could not be considered as a material consideration.
- The household objection also raised the issue of the noise assessment not covering their property 250 metres away although it did refer to a property in the vicinity 50 metres from the site. The noise levels at the property would be within acceptable levels and would be similar to that generated by the application previously approved.
- A large-scale warehouse development on this site, which forms part of the New Eastern Villages allocations, has already been approved.
- The employment land allocation for the New Eastern Villages is a significant proportion of the overall land allocated within the Local Plan period and would bring considerable investment and jobs to Swindon. The application demonstrated how this could be delivered within the site, whilst providing strategic transport links and appropriate green infrastructure to ensure the comprehensive development of the New Eastern Villages as a whole. This accords with the Local Plan economic policies, Policies EC1 and EC2 which seek inward investment and the retention of allocated employment sites. Subject to the completion of the Section 106 Agreement and legal agreement the application was recommended for approval.

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

- The site was within the allocated employment site for the New Eastern Villages and delivered employment and inward investment and accorded with the Council's Local Plan.
- The floor space limit on the outline permission previously granted imposed traffic limits on road capacity available at that time and landscaping

requirements on development and was never intended to limit the amount of employment provided.

- The development of the state of the art building would commence immediately on the grant of planning permission and would be completed by April 2021.
- The proposal was a new application as the size and floor space were above that in the outline permission and reserve matters although the footprint of the building was smaller than that previously approved.
- The application, if approved, would make contributions to off-site highways above that in the reserved matters because of its size and would maintain the safety of road users.
- The appearance of the building should be seen in the context of adjoining industrial buildings and other possible development arising from the development of the New Eastern Villages.
- The development would also contribute a further £615,000 to the Great Western Community Forest.
- The loss of the oak tree had previously been approved and should be considered in the light of the additional landscaping on site and due to its state and safety reasons it could not be retained.
- The additional Section 106 contributions of £1.6 million were in addition to those already agreed in the outline scheme, totalling £5.7 million primarily to support local infrastructure.
- The development would provide up to 2,000 jobs in a variety of roles and work patterns with high skill jobs including robotics that were similar to those employed at Honda.
- The development would bring £400 million total investment in Swindon to support the local economy with £30 million annual input into the local economy through wages and around £4 million in Business Rates.
- The building would meet the Building Research Establishment Environmental Assessment Method excellent standard.
- A noise assessment had been undertaken around all areas of the site.
- Enabling works for the landscaping were due to commence with a start to construction in September 2020.
- The application represented a massive and positive economic investment in Swindon and support the development of the New Eastern Villages in a sustainable manner.
- The application provide a large number of jobs across a range of skills on land identified for the type of use set out within the application and supported by appropriate infrastructure.
- The development was on a 40 hectare employment site in a carefully chosen sustainable location with upgraded infrastructure and would offer a considerable economic boost to the local economy.

Submissions opposing the application can be broadly summarised as:

- Whilst objections to the application had been broadly addressed through conditions, further thought should be given to the retention of the mature oak tree if at all possible.
- Condition 18 (external lighting) should also be worded to protect future domestic properties from light spillage and harm arising therefrom.
- If deliveries or collection by heavy goods vehicles were to occur during the hours of darkness or weekends, thought needs to be given to the use of a

banksman to prevent the use of reverse sound indicators on those vehicles which were designed to be loud for safety reasons.

- Additional Electric Charging Points should be required and with additional solar panels could be charged from energy generated on site.

Resolved - (1) That the Head of Planning, Regulatory Services and Heritage be authorised to grant planning permission subject to the satisfactory completion of appropriate planning obligations to secure the infrastructure contributions that are necessary to mitigate the development; to monitor and limit vehicle movements; and provide for the management of the Travel Plan; and subject to conditions set out within the report with authority to vary the content and wording of both as appropriate.

(2) That if the legal agreement has not been completed by 12 June 2020, and a further extension of time has not been agreed, planning permission the Head of Planning, Regulatory Services and Heritage be authorised to refuse planning permission for the following reasons:

(a) The proposal has failed to demonstrate adequately that the highway impact of the scheme would not result in unacceptably harmful impacts on the local and strategic road network. In the absence of a legal agreement, the proposal would not make a proportionate contribution to necessary off-site highway infrastructure works associated with the wider New Eastern Villages development area. The proposal would also fail to provide for the provision of the north-south link road which is an essential part of the highway linkages within the New Eastern Villages that contribute to the sustainability of development on this greenfield site. The proposal would also fail to make an appropriate contribution to the Great Western Community Forest. The proposal is therefore contrary to Policies NC3, SD1, SD2, TR1, TR2, IN1 and EN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015); and

(b) The site would be reliant on land outside the red line, particularly to the west of the north-south link road for drainage and the management of flood risk. This land forms part of the strategic landscape area and infrastructure provision for the wider New Eastern Villages. In the absence of a legal agreement, the use of this land could not be controlled and therefore the drainage works, landscaping and access requirements could not be required or managed. The proposal is therefore contrary to Policies NC3, SD1, SD2, DE2, EN1, EN4, EN5, EN6, TR1, TR2, IN1 and IN2 of the Swindon Borough Local Plan 2026 (adopted in March 2015).

77. S/HOU/19/1691/SASM - Erection of viewing platform (for the existing manege), lean -to equipment shed, muck out bays and gravel driveway to link to the previously approved access, Hannington Hall, Queens Road, Hannington

In respect of application numbered /HOU/19/1691/SASM - Erection of viewing platform (for the existing manege), lean-to equipment shed, muck out bays and gravel driveway to link to the previously approved access, Hannington Hall, Queens Road, Hannington, 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) Additional papers received and circulated prior to the meeting.
- (e) The comments at the meeting of the following interested person:-

<u>Name</u>	<u>Address/Organisation</u>
Councillor Alan Bishop	Ward Councillor

Councillors Nick Burns-Howell and Stan Pajak spoke in respect of this application.

The application can be broadly summarised as:

- The application was presented to Committee at the request of Hannington Parish Council.
- Planning permission is sought to construct a viewing platform, equipment shed and muck out bays on an existing manege relatively recently constructed opposite Hannington Hall.
- The manege and vehicular was granted planning permission by Planning Committee in July 2018.
- Design, appearance and amenity were the main issues with the site located within a conservation area and close to listed buildings and the impact on these buildings was material.
- The application must also be considered in the context of an extant and implemented previous permission for the manege.
- The original permission included a condition restricting it to the private domestic needs of the applicant and their family and any persons residing or staying at Hannington Hall and Hannington Hall Coach House and not for use for any business or commercial purposes.
- The use will continue to be used in accord with the permission for example the training of horses for the private use of Hannington Hall owners and guests.
- The permission also required details be submitted for approval in respect of the location of the storage of manure and the proposed muck out bays provide some details in that respect for members to consider.
- Officers did not consider that the application would cause significant harm to the nearby listed buildings or conservation area and considered that the character and appearance of the conservation area would be preserved.
- Special regard had also been given to preserving the building and setting of the nearby designated and non-designated heritage assets and consider the setting and significance and features of those assets will be preserved.
- The proposal did not conflict with Local Plan Policy DE1 (High Quality Design) or Policy EN10 Historic Environment and Heritage Assets and the National Planning Policy Framework given the lack of identified harm and neutral impact.
- Officers considered that the additional elements of the application would not cause a loss of residential amenity of nearby residents.
- The development was appropriate to its location and in accord with national and local planning policy and was subject to control through recommendations set out within the report and was therefore considered acceptable by officers and recommended for approval.

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

- The property was on the entrance to Hannington and was for private use and so wouldn't generate additional traffic.

Resolved – That planning permission be granted subject to the conditions set out within the report.