

Swindon Borough Council

Planning Committee

Tuesday, 11 September 2018

Council Chamber, Civic Offices

At 6.00 p.m.

Conservative Councillors

*Timothy Swinyard
Toby Elliott
Alan Bishop
Malcolm Davies
Nick Martin
Maureen Penny
Vera Tomlinson*

Labour Councillors

*John Ballman
Steph Exell
Jane Milner-Barry
James Robbins
Peter Watts*

Liberal Democrat Councillors

Stan Pajak

Committee Officer: Iain Tucker (Telephone 01793 463605)
email: itucker@swindon.gov.uk

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

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 1 - 4)

To receive the minutes of the meeting held on 14th August 2018

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 5 - 7)

6. S/18/0545/IH Demolition of car park and storage buildings and erection of 14no. dwellings (comprising 3no. two-bed town houses and 11no. one and two-bed apartments) and associated works. Warehouse, Albert Street, Old Town (Pages 8 - 23)

7. **S/OUT/18/0942/TB Outline application for the erection of 5no. dwellings following demolition of existing equestrian buildings and dwelling. Longfield , Kingsdown Lane, Blunsdon (Pages 24 - 39)**
8. **S/18/0738/TB Erection of replacement shop (class A1) with ancillary office accommodation and associated works. 3-5 , Lagos Street, Swindon (Pages 40 - 55)**
9. **S/HOU/18/0855/CHHO Erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane Down Elms House, Back Lane, Blunsdon (Pages 56 - 72)**
10. **S/HOU/18/0764/IH Erection of a two storey side extension 41 Rycote Close, Grange Park, Swindon (Pages 73 - 84)**

Date of Despatch: 03 September 2018

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://ww5.swindon.gov.uk/moderngov/ecCatDisplay.aspx?sch=doc&cat=13338&path=0> or from the Committee Officer named above.

Access Arrangements – *The Venue is wheelchair accessible and an infrared receiver hearing system is provided. If you would wish to attend the meeting but have any special requirement to enable you to do so please contact the Committee Officer above, as soon as possible prior to the date of the meeting.*

If you would like to receive any of the pages contained in this agenda in a larger print size please contact the Committee Officer whose name appears on the first page of this agenda.

WELCOME TO THE PLANNING COMMITTEE OF SWINDON BOROUGH COUNCIL

NEW GUIDELINES - PLEASE READ

IF YOU HAVE COME TO SPEAK ABOUT AN APPLICATION THAT INTERESTS YOU PLEASE READ THE FOLLOWING GUIDELINES. THEY EXPLAIN HOW THE COMMITTEE DEALS WITH EACH ITEM. THESE GUIDELINES ONLY APPLY TO APPLICATIONS LISTED ON THE MAIN SCHEDULE IN THE AGENDA

- 1. THE COMMITTEE CHAIR CALLS THE ITEM**
- 2. PLANNING OFFICER PRESENTS THE APPLICATION**
- 3. WARD COUNCILLORS MAY SPEAK**
- 4. APPLICANTS AND/OR AGENT (5 MINUTES MAXIMUM IN TOTAL) WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**
- 5. PUBLIC SPEAKERS (INCLUDING PARISH COUNCIL)- WHO HAVE NOTIFIED THEIR INTENTION TO SPEAK ON THE ITEM TO THE COMMITTEE CLERK BY 12 NOON THE DAY BEFORE THE MEETING.**

(MAXIMUM 5 MINUTES EACH UP TO 2 SPEAKERS, IF MORE THAN 2 THEN MAXIMUM 10 MINUTES TOTAL SPEAKING TIME FOR ALL SPEAKERS)
- 6. COUNCILLORS WHO HAVE DECLARED PERSONAL OR PREJUDICIAL INTERESTS MAY SPEAK**
- 7. MEMBER ONLY DISCUSSION, INCLUDING ANY FURTHER QUESTIONS TO OFFICERS OR ANYONE ELSE WHO HAS SPOKEN**
- 8. A PLANNING OFFICER WILL CLOSE THE ITEM BY COMMENTING ON ISSUES RAISED BY MEMBERS**
- 9. VOTE**
- 10. CHAIR BRIEFLY EXPLAINS DECISION IF NECESSARY**
- 11. NEXT BUSINESS**

THE 10 MINUTE MAXIMUM PUBLIC SPEAKING PERIOD WILL BE YOUR ONLY OPPORTUNITY TO SPEAK, UNLESS MEMBERS OF THE COMMITTEE WISH TO ASK YOU QUESTIONS UNDER GUIDELINE 7.

SPEAKERS WHO MERELY REPEAT POINTS ALREADY MADE BY OTHERS MAY BE ASKED TO STAND DOWN.

IF THERE IS MORE THAN ONE PERSON WISHING TO ADDRESS THE COMMITTEE EITHER AS AN OBJECTOR OR SUPPORTER, THEY ARE EXPECTED TO NOMINATE A REPRESENTATIVE FROM THE SPEAKERS LISTED TO REPRESENT THEIR COLLECTIVE VIEWS.

THE CHAIR AND THE COMMITTEE HAVE THE DISCRETION TO DEPART FROM THESE GUIDELINES, BUT WILL IN MOST CASES EXPECT ALL PARTIES TO ABIDE BY THEM.

PLANNING COMMITTEE

TUESDAY, 14 AUGUST 2018

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

Apologies for absence were received from Councillors Malcolm Davies and James Robbins.

10. Declarations of Interest

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

Councillors Ballman and Exell made personal and non-prejudicial interests in respect of agenda item no. 8: Draft Development Brief, Land at Moredon Recreation Ground as they were both members of North Swindon Parish Council

11. Minutes

Resolved – That the minutes of the meeting held on 10th July 2018, be confirmed and signed.

12. Public Question Time

There were no public questions

13. Section 100B(4)(b) of the Local Government Act 1972 - Matter of Urgency

In accordance with Section 100B(4)(b) of the Local Government Act 1972, the Chair determined that an additional item concerning application numbered S/17/1771 (Erection of class A1 foodstore and associated access, parking and landscaping at Land North of Blackworth Industrial Estate, Highworth) be considered as a matter of urgency in order to advise the Committee of an application for permission to seek judicial review of an earlier Committee decision on the planning application and to ensure that the appropriate remedial action, proposed in the report, can be actioned in accordance with statutory timeframes. (Minute 17 refers.)

14. Exempt Items - Exclusion of Press and Public

Resolved - That, in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded during the discussion of the matters referred in the urgent item circulated following publication of the agenda on the grounds that it would involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A to the Act, and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information concerned (Minute 17 refers.)

15. Determination of Planning and Related Applications

The Committee considered: -

- (a) Applications 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 of Councillor Dixon in respect of application numbered S/17/1777
- (e) The comments of the following interested persons:-

<u>App No.</u>	<u>Name</u>	<u>Address/Organisation</u>
S/17/1777	Patrick Graham	Agent
	Pat Herring	South Swindon Parish Council
	Kate Brailsford	19 Prospect Place
	Judith Potts	13 Prospect Place
	Stuart Hibberd	14 South Street
	Cristina Bennett	11a Prospect Place
	Mr Spooner	Prospect Place
	Michael Gray	22 Prospect Place

Resolved – (1) That the Head of Planning, Regulatory Services and Heritage be authorised to grant permission in respect of application numbered S/17/1777, subject to the applicant entering into a legal agreement to secure the affordable housing provision on site and securing an appropriate surface water drainage strategy and subject to the conditions listed in the Committee Report as well as any omitted, amended or additional conditions as required, including, if considered appropriate, a condition relating to the provision of electric vehicle charging points.

(2) That permission be granted in respect of application numbered S/17/2077 subject to the conditions listed in the Committee report as amended below:

Amended conditions:

Approved drawings

2. This approval shall be in respect of:

Drawing numbers 1161-201 rev 0, 1161-PA020, 1161-200A rev 0, 1161-104 rev 1, 1161-101 rev 1, 1161-102 rev 1, 1161-103 rev 1, 1161-PA010, 1161-300 rev 0, 1161-PA011, 1161-PA012 and Design and Access Statement received by the LPA on 5th January 2018

Drawing number OLD-MHT-2211/16 rev 1 received by the LPA on 8th March 2018
Tree Schedule received by the LPA on 26th March 2018

Drawing number 1161-100 rev A, 1161.110 and Two Tier Cycle Rack details received by the LPA on 9th April 2018

Drawing number 9641 TPP01 rev B received by the LPA on 11th May 2018

Revised drawing number 1161.002 rev D received by the LPA on 7th August 2018

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

Parking

5. The development hereby permitted shall not be occupied until vehicular parking and turning facilities have been provided in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be maintained for those purposes thereafter.

Reason: To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site.

Waste & Recycling Facilities

8 The development hereby permitted shall not be occupied until waste and recycling storage facilities have been provided in accordance with details that shall have first been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be maintained for those purposes thereafter.

Reason: In the interests of amenity.

16. Draft Development Brief: Land at Moredon Recreation Ground, Swindon

On consideration of (a) a report of the Head of Planning, Regulatory Services and Heritage seeking the Committee's approval to launch a public consultation on the draft Development Brief for land at Moredon Recreation Ground, Cheney Manor Industrial Estate Road, Swindon and (b) the comments of Councillors Grant and Moffatt:

Resolved – This this Committee:

- (1) Approves the publication of the draft Development Brief for public consultation purposes.
- (2) Authorises the Head of Planning, Regulatory Services and Heritage to undertake public consultation with residents and other interested groups/parties, and to report back to this Committee on the representations received with a view to formally adopting the Development Brief, with any revisions as considered necessary, for Development Management purposes.
- (3) Authorises the Head of Planning, Regulatory Services and Heritage in consultation with the Chair of the Planning Committee, to make minor typographical and presentational changes to the content of the document if required.

17. S17/1771 - Erection of class A1 foodstore and associated access, parking and landscaping at Land North of Blackworth Industrial Estate, Highworth

On consideration of (a) a joint report of the Head of Planning, Regulatory Services and Heritage and the Head of Commercial, Contract and Property Law concerning application numbered S/17/1771 (Erection of class A1 foodstore and associated access, parking and landscaping at Land North of Blackworth Industrial Estate, Highworth) and (b) the comments of Councillor Weisinger:

Resolved – That this Committee endorses and notes the content of the joint report, including the grounds for the claimant's Judicial Review; the action to be taken by the Director of Law and Democratic Services under Article 14.03 of the Constitution, and the remedial action required, (as detailed in paragraph 2.9 of the report).

Determination of Planning and related Applications

**Planning Committee
2018**

Date: 11th September

Author:	Head of Planning, Regulatory Services and Heritage
Wards:	All Wards
Locality Affected:	All Locality Area
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.

Further information on the subject of this report can be obtained from Iain Tucker, Direct Dial Telephone Number, (01793) 463605, itucker@swindon.gov.uk.

Determination of Planning and related Applications

**Planning Committee
2018**

Date: 11th September

5. Appendices

- 5.1 Appendix 1 - Documents which may be relied on in the preparation of the application reports
- 5.2 Planning and related applications reported to this Committee for the first time.

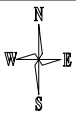
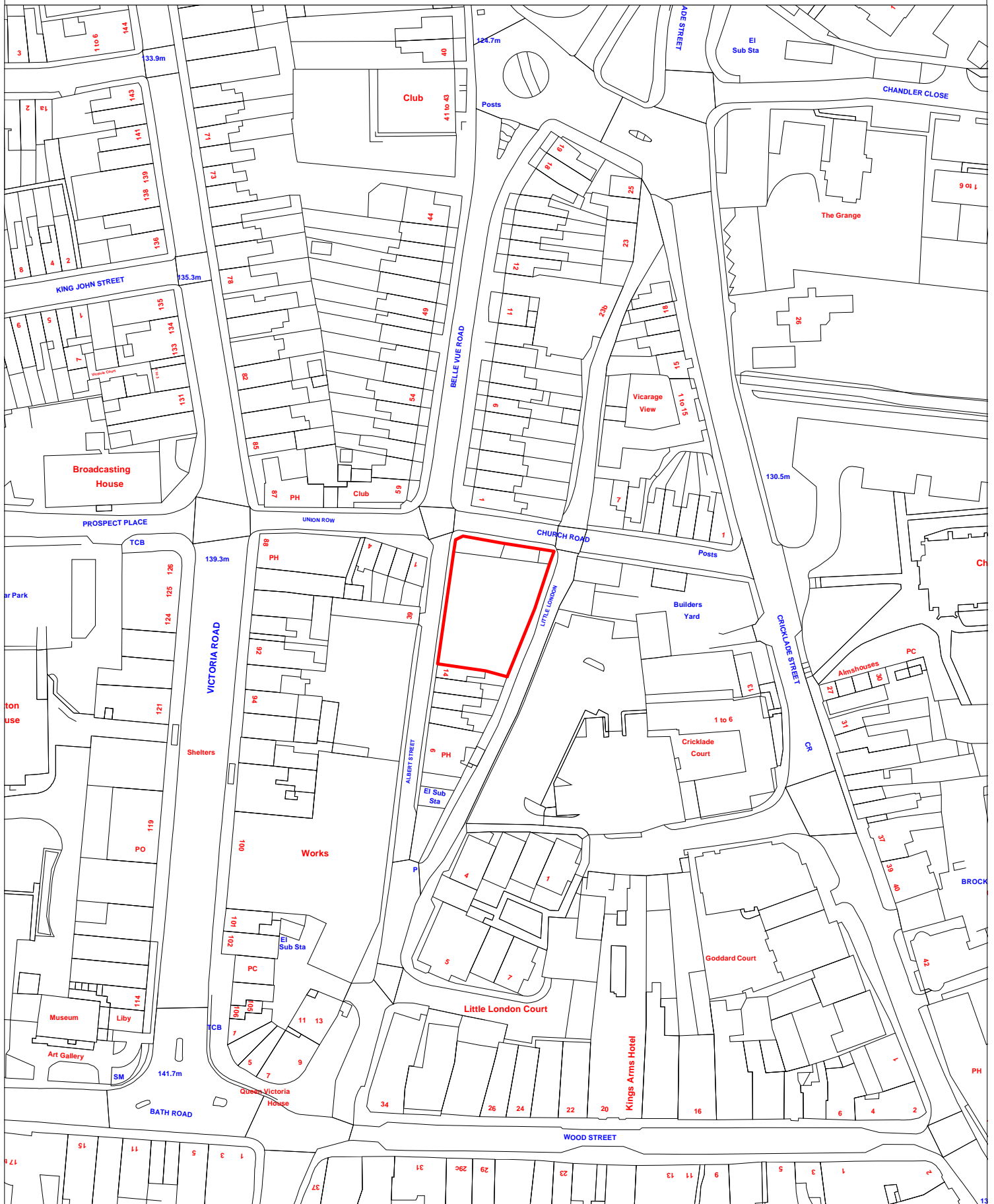
APPENDIX 1

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
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

Demolition of car park and storage buildings and erection of 14no. dwellings and associated works.

Warehouse Albert Street Old Town Swindon SN1 3HJ



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.

Demolition of car park and storage buildings and erection of 14no. dwellings and associated works.

Warehouse Albert Street Old Town Swindon SN1 3HJ



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.



NOTES
All topographical information by others.
Exact site boundaries tbc by client solicitors with reference to title deeds.

Application Boundary

REVISIONS		
A	11/04/18	JMG
Scale Change		
B	15/05/18	JSB
Roof configuration alterations		

JOB TITLE		
Swindon Old Town Regeneration Project		
DWG TITLE		
Site B New Build Proposed Block Plan		
DATE	BY	CHECKED BY
11/04/18	JSB	JMG
DWG NO.	REV.	STATUS
2295(08)003	B	Planning
© Rayner Davies Architects. Do not scale this drawing. All dimensions to be checked on site.		
A3		

RaynerDaviesArchitects

Nottingham | Kent

2 St. Peter's Gate
Nottingham
NG1 2JG

01159473859
www.rd-architects.co.uk



- NOTES
- All topographical information by others.
- Exact site boundaries tbc by client solicitors with reference to title deeds.
- Demolition works subject to full asbestos survey. Refer to recommendations in asbestos registers. Specialist asbestos removal contractor to be used prior to demolition work
- All proposed and existing structures subject to appraisal by SE and BCO
- Application Boundary
- MATERIALS KEY (final specs tbc):-
01. Buff facing brickwork
02. Corbeled buff facing brickwork
03. Through colour render system Colour:- Grey Finish:- Fine scraped tbc
04. Provisionally Decorative high pressure laminate cladding panels, secret fixed, tbc
05. Pitched roofs to be finished provisionally with fibre cement slates, colour 'blue/black'. Final roof build up tbc.
06. Thermally broken double glazed doors and windows. Glazed windows and doors to be polyester powder coated aluminium framed system. Frame colours to match - colour: grey.
07. Areas where window system is to receive translucent finish as illustrated.
08. 'Lookalike' glass faced insulated spandrel panels as part of window system (frame colour: grey to match windows tbc). To have mid-grey ceramic ink printed coating to back pane (to be fully opaque)
09. Thermally broken PPC double glazed aluminium doors, Colour:- grey tbc
10. Provisionally glazed balustrade system
11. Provisionally, translucent glass screening panel to terrace, as illustrated to screen views to neighbouring properties. Final glass specifications tbc
12. Provisionally Treated hardwood timber faced door, colour to broadly match cladding panels
13. Provisionally treated timber fencing
14. Provisionally PPC aluminium cladding to box dormers Colour:- to match windows
15. Polyester powder coated aluminium rainwater goods
16. Buff colour extract fan vent terminal, shown thus in brickwork.
17. Reclaimed stonework faced wall.

REVISIONS		
A	23/03/18	JMG
window material spec change. Slate spec omitted. JMG. 23-03-18		
B	15/05/18	JSB
RVP's and vents shown + minor elevational alterations including chimneys and aluminium windows		
C	13/06/18	JSB
Roof line stepped + minor window amendments to duplex units		
D	10/08/18	JMG
roof hipped at main corner and dormer added. Associated elevation mods. As per LPA requirements.		

JOB TITLE		
Swindon Old Town Regeneration Project		
DWG TITLE		
Site B New Build Proposed Elevations		
DATE	BY	CHECKED BY
13/03/18	JSB	JMG
DWG NO.	REV.	STATUS
2295(08)E01	D	Planning
© Rayner Davies Architects Do not scale this drawing. All dimensions to be checked on site.		
A1		

RaynerDaviesArchitects

Nottingham | Kent

2 St. Peter's Gate
Nottingham
NG1 2JG

01159473859
www.rda-architects.co.uk



MATERIALS KEY (final specs tbc):

17. Reclaimed stonework faced wall

Roof line stepped to duplex units





COMMITTEE REPORT

Item Number: 6

Ward: Eastcott

Application Number: S/18/0545/IH

Parish: Central Swindon South

Proposal: Demolition of car park and storage buildings and erection of 14no. dwellings (comprising 3no. two-bed town houses and 11no. one and two-bed apartments) and associated works.

Site Location: Warehouse, Albert Street, Old Town

Case Officer: Mr Ian Halsall

Agent:

Mr Brian Mullin
Marrons Planning
1 Meridian South,
Meridian Business Park
Leicester
LE19 1WY

Applicant

Blewbury Court Ltd
C/o Agent

Officers Report

Background:

i This application has been brought to committee at the request of Central Swindon South Parish Council.

Summary of Recommendation:

1 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amended, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree to enter into an agreement or fails to agree to an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to refuse planning permission.

The Proposal:

2 Planning Permission is sought to demolish a warehouse which was formerly occupied as a storage facility and indoor car park for the Swindon Advertiser prior to their move from their historic Old Town premises, and to erect a three storey block of flats comprising 10no.

one-bedroom apartments and 1no. two-bedroom apartment and an adjacent row of 3no. two storey two-bedroom terraced houses.

3 The apartment block will occupy land at the north of the site bordered by Albert Street to the west, Church Road to the north and Little London to the east. Access to the apartments will be from Church Road which will incorporate 3no. apartments at ground floor level including a bicycle store to accommodate up to 14no bicycles and a refuse store. There will be 5no. apartments at first floor level and a 3no. apartments at second floor level including the two-bedroom penthouse apartment which will benefit from a 54.5 square metre roof terrace. The three town houses will adjoin existing terraced properties in Albert Street. These will be directly accessible off the pavement but will benefit from rear private garden space at the equivalent of first floor level to the apartment block owing to the difference in levels from the north to the south of the site. Although the town houses were originally proposed to be served by under croft parking spaces at the equivalent of ground floor level to the apartments, owing to the lack of acceptable manoeuvrability onto Little London and the resultant displacement of existing on street parking, the development will not be securing any off street car parking.

4 The building will have a contemporary appearance but will use traditional facing material on the primary facades including brick that seeks to resemble the hues of local stonework but with secondary terracotta coloured cladding panels to resemble the local red brick building stock. Windows will have vertical emphasis with deep reveals with some curtain glazing on the Church Road elevation. The Albert Street elevation will continue the appearance of a traditional terraced form following the same building lines as the existing dwellings in this block including the Roaring Donkey public house to the south. Owing to the difference in levels the apartment building will appear as a two storey structure on its Albert Street elevation, with the roof height stepping down from south to north.

The Site and Surroundings:

5 The site presently forms a cluster of what can be described as unattractive industrial buildings comprising a single storey brick built warehouse to the south of the plot that adjoins four residential properties in Albert Street and includes a corrugated sheet pitched roof, five large boarded up windows and a galvanised roller shutter door on its western elevation. The eastern elevation has an equivalent height of two storeys and a blank brick façade. A shorter flat roof block and rendered building occupies the northern end of the site which is mounted above a rendered retaining wall which runs adjacent to the footway of Church Road and becomes higher towards the north east corner. The retaining wall, finished in stone and brick with some concrete reinforcement defines the eastern elevation of the site fronting onto Little London. Those north and eastern edges of the site are heavily overgrown with shrubs and low quality trees.

6 Located within the Old Town Conservation Area, in very close proximity to Victoria Road the site is located on the northern slope of Old Town down from Wood Street. The former Pope's Builders yard is located immediately opposite the site to the east across Little London with Christ Church beyond. Modern town houses and apartments are located to the north west in Church Road whilst the historic stone built terraced houses of Union Row are to the west across Albert Street. More established brick and rendered terraced houses continue northwards into Belle-Vue Road down the hill and the four terraced properties and Roaring Donkey are immediately up hill to the south with the former Swindon Advertiser

offices, print works and car park to the south west. A large car park serving offices at Little London Court is to the south east again on elevated ground.

Representations:

Parish Council

7 Central Swindon Parish Council objects to the application for the following reasons:

- Lack of parking in a street where parking is already a major issue.
- The development is out of character with the area with the design and materials being unsympathetic to the character of the surrounding conservation area which should be respected;
- The submitted drainage report is questioned as the area is known to have underground springs

Neighbours

8 No representations have been received.

Policy:

9 Development Plan

- Swindon Borough Local Plan 2026 (2015)
 - Policy SD1 – Sustainable Development Principles
 - Policy SD2 – The Sustainable Development Strategy
 - Policy DE1 – High Quality Design
 - Policy HA1 – Mix, Types and Density
 - Policy TR2 – Transport and Development
 - Policy EN3 – Open Space
 - Policy EN6 – Flood Risk
 - Policy EN10 – Historic Environment and Heritage Assets
 - Policy SC1 – Swindon's Central Area
- Swindon Central Area Action Plan (2009)
 - Policy CAAP1 – High Quality and Innovative Design
 - Policy CAAP5 – The Transport and Movement Strategy
 - Policy CAAP19 – Central Swindon's Residential Communities

10 Material Planning Considerations

- National Planning Policy Framework (July 2018)
- Swindon Residential Design Guide Supplementary Planning Document (2016)
- Conservation Areas Supplementary Planning Guidance (2004)
- Swindon (Old Town) Conservation Area Appraisal and Management Plan (2008)
- Technical Guidance on Parking Standards Development Control Guidance Note (2007)

Planning Considerations:

Principle of Development

11 Local Plan Policy SD2 sets out the development strategy for the Borough. The policy seeks to promote development in the most accessible locations, including through realising development opportunities within Swindon's urban area. The proposal site is within the existing urban area of Swindon and considered to be in a highly sustainable location being located in very close proximity to the Old Town District Centre and its associated facilities, within easy walking distance of the town centre and public transport hubs and is well served by bus routes along Victoria Road and Devizes Road. The site is therefore considered to be in accordance with policy SD2 and will make a positive contribution to the delivery of new housing stock.

12 The site falls within the area defined in Policy SC1 as Swindon's Central Area. This requires high quality design for all development in Central Swindon, in particular delivering clearly defined public and private space, improved public realm and access for all.

13 The proposal seeks to deliver a mix of both apartments and town houses. Policy HA1 requires housing development to be design led with densities, house types and sizes to respect to character of the area. Higher densities should be directed towards the central area which is well served by a good range of services and facilities. On the basis of this mix, which will include family homes with generous rear gardens in such a central location as well as one-bedroom apartments it is considered that the proposal is in full accordance with that policy and will help secure a good mix of dwelling type.

14 Policy 19 of the Central Area Action Plan also states that *'in pursuit of creating a balanced community, major new residential development throughout Central Swindon should deliver a mix of dwelling sizes, and where practicable a mix of dwelling types.'* The proposal would again comply with that specific policy in that it proposes a mix of one and two bedroom flats and terraced houses.

15 It is also a material consideration that the principle of residential development has previously been established on this site. Planning permission was granted in 2007 under application reference S/06/2316 for 19no. apartments. More recently, in December 2017 Prior Approval was given under S/PRIORC/17/1728 confirming the permitted development rights to change the use of the site in its current form from warehousing to 6no. apartments. Residential development on this central brownfield site will also be in accordance with national planning policy with the National Planning Policy Framework strongly supporting the development of appropriately located previously developed land.

Impact on Heritage Assets

16 The site is located within the Old Town Conservation Area which is a designated heritage asset. Policy EN10 part e states that *"Development within or which would affect the setting of the Borough's Conservation Areas will conserve those elements which contribute to their special character or appearance."* In determining any planning application, sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving the setting of a listed building and preserving or enhancing the character or appearance of the conservation area.

17 Historic maps from the 1880's show that the northern component of the site contained some form of development with the corner area developed during the mid-20th Century. The Conservation Officer advises that there are remnants of earlier construction such as the stone wall along Little London and the historic brickwork along this street, the remainder of the site appears to be brickwork from alterations undertaken in the mid-20th Century. The existing building is derelict, and this dereliction is a negative attribute to the character and appearance of the conservation area. The removal of this building can therefore be supported in planning terms subject to an appropriate replacement demonstrating that it will preserve Old Town's character and appearance.

18 The current terraced properties which these dwellings are to be attached have the appearance of workers cottages which date from the mid-late 19th Century. The terraces are functional in design and appearance and are tightly-knit, two storey single bay dwellings constructed from stone, with chimneys and slate roofing. They maintain no setback from Albert Road with a rear garden and stone boundary wall along Little London. The proposal in Albert Street intends a modern interpretation of terraces, albeit the proposed terraced properties are wider and contain wider fenestration. The building lines and roof pattern will be replicated whilst the terrace will incorporate materials that are appropriate to the character of the area. Modern chimneys will also be added which will help punctuate the expanse of roofing and will contribute positively to the roofline.

19 The Conservation Officer considers the appearance of the proposed apartment complex to be of an appropriate scale and height for the site. Modifications have been made to the proposal to ensure that detailed elements such as the fenestration, roof pattern and materials are as sympathetic as possible and in proportion to help reinforce local distinctiveness, such as the reuse of the stone wall to Little London and minimise massing. The final materials can be secured by planning condition to ensure that these are the most appropriate together with details of flues, vents pipes, rainwater goods and their colour and finish. It is not considered that the development will result in any harm to the character and appearance of the Conservation Area and although an historic industrial use will be lost, there will be significant regeneration benefits to the site in that a derelict structure which is clearly causing a negative appearance of the conservation area will be removed and replaced by a high quality, sympathetic and distinct form of residential development. Whilst contemporary in appearance, it will help to preserve the character of the conservation area and reflect the local distinctiveness and historic character of the street scene

20 The site is considered to be within the setting of two listed buildings – Christchurch and the former 'Advertiser' Offices of which this formed the warehouse of. The scheme before members is considered to be a positive enhancement and preserves their setting, i.e. the way they are viewed and experienced. The NPPF requires the LPA to assess whether the scheme gives rise to any harm to Heritage Assets – in this case the relevant assets are deemed to be the two listed buildings (setting) and the conservation area (character or appearance). For the reasons given in this report, the scheme is not considered to give rise to any harm and in this respect is in accord with the provisions of the NPPF.

Design

21 Since the initial submission of the application, the applicants have worked closely with the Urban Design and Conservation Officers to refine the appearance of the proposed building to ensure that it respects as much as possible the topography, historical context,

local distinctiveness and patterns of development in the surrounding area and maintain good levels of amenity. Work has taken place to reduce the bulk of the roof by adding a stepped form and inserting dormer elements at second floor level on the northern elevation. The fenestration and openings have also been re-evaluated. The development has sought to blend the apartment elements with the terraced houses which will in your officer's views give the entire Albert Street façade the overall sense of it resembling an entire row of terraced houses as a successful continuation of the existing row northwards. The Urban Design Officer is now satisfied that sufficient changes have been made to secure a high quality form of development on this reasonably challenging site and it is therefore considered that the development satisfies the objectives of the adopted Swindon Residential Design Guide and Local Plan Policy DE1.

22 As the application site is closely bordered on three sides by existing residential properties, residential amenity is an important consideration. In light of the varied levels, although the northern end of the development will comprise three storeys, ability to utilise the roof space at the upper level will minimise both bulk but also any sense that existing neighbouring properties could be overshadowed or overlooked. Acknowledging that the immediate residential area is of a higher density with housing having a close relationship with each other, it is not considered that the new development will result in any unacceptable losses of amenity to existing residents. It should be noted that although the northern elevation of the new building will be closer to the edge of Church Road than a present, the overall height when compared against the current building will be significantly lower. Although a number of the flats will be single aspect with window openings facing in one direction, it is not considered that these will lead to any poor standards of amenity to any new residents given the size of the windows. All the flats will be fully accessible given that there will be a level threshold access from Church Road with all floors being served by a lift.

Drainage and Flood Risk

23 The Council's Drainage Officer has advised that no information has been received in respect of how surface water can be disposed of by means of sustainable means or how any risk of flooding can be minimised. However this is an existing brownfield site where the urban site conditions mean that it may be difficult to secure any form of sustainable urban drainage such as soakaways or attenuation tanks for example. There is no evidence to suggest that an acceptable solution cannot be designed but in order to ensure the development will not give rise any adverse issues a condition is recommended to ensure that a drainage strategy / details are provided to ensure that the development will not increase any risk to localised flooding. The Parish Council raised concerns about known natural springs in the area. The identification of springs will be a matter for engineers during the construction process to address and provided as part of a detailed drainage scheme for the site and not considered to be a planning reason to delay the determination of the application.

Parking

24 The site is located within Sector 1 as defined by the adopted Parking Standards and falls within a Residents Parking Zone. No car parking is required for apartments within this sector given its sustainable location and proximity to public transport, local services and facilities and places of employment. On the basis that there will be fully accessibly cycle parking within the apartment, subject to a condition that advises future occupants that they will not

be entitled to apply for a parking permit within this RPZ zone, no highway objection can be raised.

25 The development will propose 3 dwelling houses which did initially intend to provide car parking within under crofts accessed from Little London. Whilst the internal dimensions of the proposed garages were deemed to be acceptable, the Highway Officer advised that due to their position on site and the narrowness of Little London, adequate manoeuvrability was unlikely to be possible. The spaces were subsequently removed. The Parking Standards do state that houses with up to four bedrooms in Sector 1 are required to provide off street car parking. However this cannot be achieved in this instance. Whilst it is considered to be a positive move to support a genuine mix of residential development of both town houses and apartments, certainly given the location where such houses could be more than suitable for families, it should be noted that the three two-bedroom terraced houses are actually smaller than the proposed two bedroom penthouse apartment in terms of overall floor area.

26 In light of the central and sustainable location and taking into account the conservation benefits it is not considered that there could be any justifiable or reasonable case to refuse the application on the basis that the three houses do not have parking when there is no need for, in one instance a larger apartment to provide this.

27 It is considered that in light of the location and the regeneration benefits and likely appeal that this better mix of housing will have to the market that parking should not be required for the three houses provided that they too are prevented from applying for residential permits by condition. On that basis, no existing car parking provision in Little London will be displaced, the historic stone wall which contributes to the character and appearance of the conservation area will be retained and there will be no additional burden on parking affecting existing residents in that zone caused by this development. To choose to purchase a house without parking and crucially no access to a parking space is a matter for the market.

28 Whilst the 3 dwellings without any parking provision would not be in accord with the parking standards, that in itself is not a sufficient reason to reject the scheme. An assessment of the likely harm arising from the scheme and lack of parking is required. As stated above, the occupants would not be entitled to a residents parking permit and as the on street parking the surrounding roads is heavily regulated and restricted, no spaces in close proximity could be used other than in the very short term and certainly not for 'permanent parking. Displacement of parking onto or from surrounding streets to existing residents disadvantage or harm to local traffic conditions would not on its own be a reasonable ground for refusal. Your officers are also mindful that relevant advice within the recently revised NPPF, published in states in paragraph 109 that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

Developer Contributions

29 The Council's Community Infrastructure Levy Charging Schedule that accords with the Community Infrastructure Levy Regulations (England and Wales) Community Infrastructure Levy Regulations 2010 (as amended) has been in place since April 2015. This enables the Local Planning Authority to impose a levy on new development at a rate of £55 per square metre (as index linked). The levy does not include any contributions towards affordable

housing or open space. At less than 15 dwellings, the development does not qualify for affordable housing contributions under Local Plan policy HA2. However under policy EN3, residential development must provide or contribute towards off site public open space where there is deemed to be a demand in the local area.

30 The Landscape Officer advises that there is a shortfall of public open space in the vicinity of the site within the Eastcott Ward. Therefore the Local Planning Authority is justified under the above policy in seeking contributions to invest in existing open space. The development will generate the following contributions towards open space:

Contribution	Amount
Off-site Formal Play Facilities (e.g. LEAP/NEAP)	£1,405.73
Off-site Local Open Space	£5,537.19
Off-site Outdoor Sports Facilities	£4,211.47
Allotments	£0.00
<i>TOTAL Combined</i>	£11,154.39

31 The play area contribution can be invested at Savernake Street play area whilst the local open space and outdoor sports contributions can be pooled and invested at Spring Gardens open space. The above contributions will need to be secured by way of a legal agreement pursuant to any resolution to grant planning permission.

Concluding Comments:

32 The proposed development is considered to have been carefully designed to respect its historic setting within the Old Town Conservation Area and will preserve the character of that area. It will preserve and enhance the setting within which Christchurch and the former advertiser offices are experienced, has been well designed in a contemporary manner to respond well to its context amidst challenging topography and will safeguard the amenities of existing residents. The regeneration opportunities and conservation benefits will be significant and owing to the sustainable location, those benefits are considered to outweigh the minor car parking provision deficiency or would cause any detriment to the parking facilities that already exists within this controlled parking area.

Recommendation

33 That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amended, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree to enter into an agreement or fails to agree to an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to refuse planning permission.

Conditions

Time Limit

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

Approve Drawings

2 This approval shall be in respect of the Location Plan (drawing 2295(08)001, dated 14/03/18); Existing Ground Floor Plan (drawing 2295(02)G01, dated 14/03/18); Existing Block Plan (drawing 2295(08)002 revision A, dated 11/04/18); Existing First Floor Plan (drawing 2295(02)101, dated 14/03/18); Existing Elevations (drawing 2295(02)E02, dated 15/03/18); Planning and Heritage Statement, dated March 2018 and received by the Local Planning Authority on the 12th April 2018.

Existing Elevations (drawing 2295(02)E01 revision A, dated 15/05/18); Street Visualisation (drawing 2295(08)V01 revision A, dated 16/03/18); Street Visualisation (drawing 2295(08)V02 revision A, dated 16/03/18); Street Visualisation (drawing 2295(08)V03 revision A, dated 16/03/18); Street Visualisation (drawing 2295(08)V04 revision A, dated 16/03/18); Street Visualisation (drawing 2295(08)V05 revision A, dated 16/03/18); Design Statement (Job ref 2295 revision B, dated March 2018) and received by the Local Planning Authority on the 18th May 2018.

Proposed Elevations (drawing 2295(08)E02 revision C, dated 13/06/18; Proposed Sections (drawing 2295(08)S01 revision C, dated 13/06/18) and received by the Local Planning Authority on the 21st June 2018).

Proposed Block Plan (drawing 2295(08)003 revision C, dated 10/08/18); Proposed Second Floor Plan (drawing 2295(08)201 revision B, dated 10/08/18); Proposed Elevations (drawing 2295(08)E01 revision D, dated 10/08/18); Proposed Ground Floor Plan (drawing 2295(08)G01 revision C, dated 10/08/18); Proposed Roof Plan (drawing 2295(08)301 revision B, dated 10/08/18); Proposed First Floor Plan (drawing 2295(08)101 revision B, dated 10/08/18) and received by the Local Planning Authority on the 10th August 2018.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

Materials

3 Prior to the commencement of the construction of the development hereby approved above ground level, details of all the materials (including materials, brand, colour and specification) to include requested samples to be used in the construction of the new building on the site shall be submitted to and approved in writing by the Local planning Authority. The details required shall include:

- Bricks, coursing details and pointing colour/type;
- Windows, to include materials and finish, the detailed design including cross sections detailing depth of reveal, sills and lintel details and method of opening and openings for each type of window to be used and a plan detailing the location of the details on site;

- Rainwater goods;
- Window surrounds materials;
- Roofing materials;
- External doors, including refuse/cycle store doors (to include materials and finish);
- Balcony and other Boundary treatments.

Once agreed the development shall be constructed in accordance with the approved details and retained and maintained in the approved form.

Reason: To ensure that the proposed is a high quality design to preserve and enhance the character and appearance of the Conservation Area.

Drainage

4 Prior to the commencement of works on site in connection with the development hereby permitted, full details of the proposed means of disposal of surface water from the development shall have first been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: In order to minimise danger and inconvenience to users of the highway.

Structural Survey

5 Prior to the commencement of any works, including any demolition works (to be illustrated upon a proposed demolition plan), a structural engineer's report detailing the structural stability of all boundary walls including those that form an elevation of any retained structure or new building on the site shall be submitted to the Local Planning Authority for approval. Details of all work proposed to ensure the walls retention and repair shall be subsequently submitted and the works shall be carried out in accordance with approved details. The report shall include the details of any repairs (including structural works) required to implement the consent hereby granted.

Reason: To ensure that the retained heritage assets are retained in order to preserve and enhance character and appearance of the Conservation Area.

Retaining Wall Repairs

6 Before any works to the retained external brick or stonework is undertaken, a sample area shall be prepared on site to show the proposed mortar composition and colour and method of pointing of areas to be repaired, for inspection by and approval of the approval of the Local Planning Authority in writing. Once approved all works shall be undertaken by a suitably qualified stonemason in strict accordance with the agreed details.

Reason: To ensure that the character and appearance of the heritage asset is conserved

Construction Method Statement

7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- specify the type and number of vehicles;
- specify point of construction access and access route to the site;
- provide for the parking of vehicles of site operatives and visitors;

- iv. provide for the loading and unloading of plant and materials;
- v. provide for the storage of plant and materials used in constructing the development;
- vi. provide for wheel washing facilities;
- vii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway during the site preparation and construction phase(s) of development.

Construction Hours

8 No work associated with the demolition and construction of the development hereby approved shall take place on site pursuant to this planning permission outside the hours of 0800 to 1800 Monday to Friday, 0800 to 1300 on Saturday, with no work on Sundays, bank holidays and other public holidays unless otherwise agreed in writing by the Local Planning Authority prior to that work taking place.

Reason: To minimise noise disturbance to the occupants of the residential.

Cycle Parking

9 Prior to the occupation of any residential unit hereby permitted, cycle parking facilities shall have been provided on site in accordance with the approve plans. The bicycle parking facilities shall thereafter be kept available for such use at all times and for no other purpose, including any other purpose incidental to the enjoyment of the residential units.

Reason: To promote and encourage sustainable transport and travel.

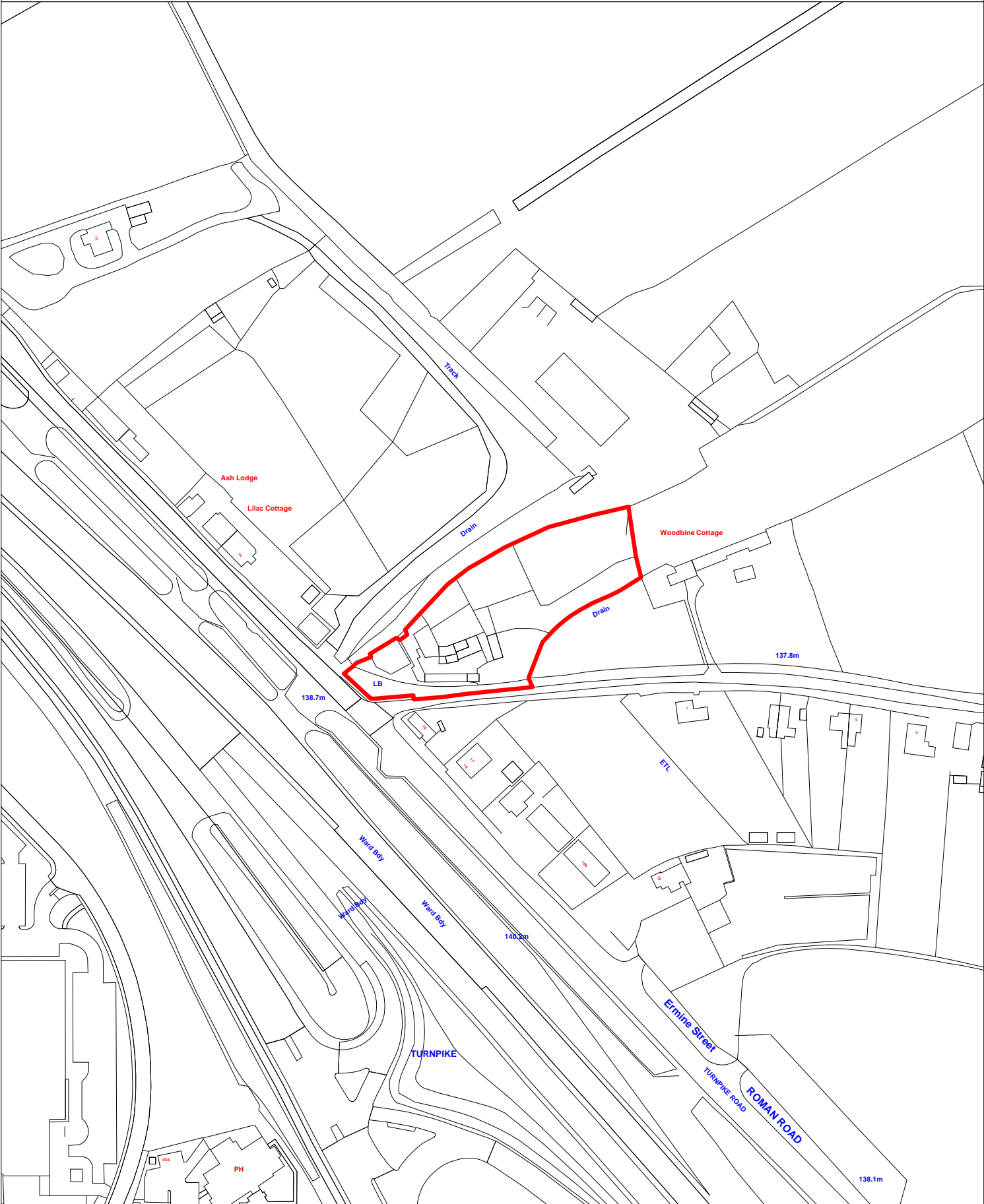
Informative

1 CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk . To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for can be found at:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy and <https://www.gov.uk/guidance/community-infrastructure-levy>. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

End of Report

S/OUT/18/0942
Outline application for the erection of 5no. dwellings following demolition of existing equestrian buildings and dwelling.
Longfield Kingsdown Lane Blunsdon Swindon SN25 5DL



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.

S/OUT/18/0942

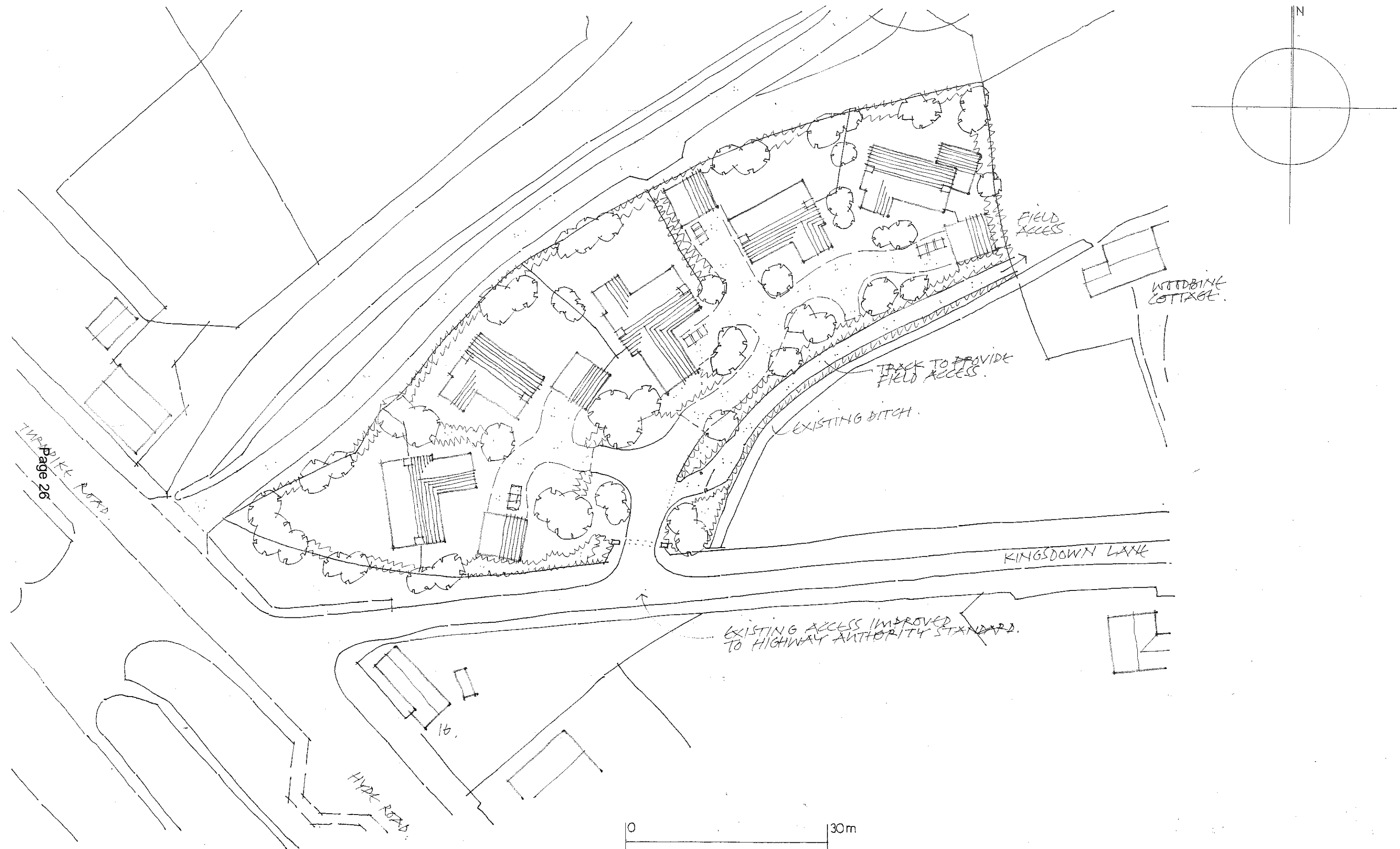
Outline application for the erection of 5no. dwellings following demolition of existing equestrian buildings and dwelling.

Longfield Kingsdown Lane Blunsdon Swindon SN25 5DL



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.

© Crown copyright and Database Rights 100024296 2017



Page 26

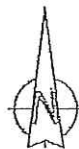
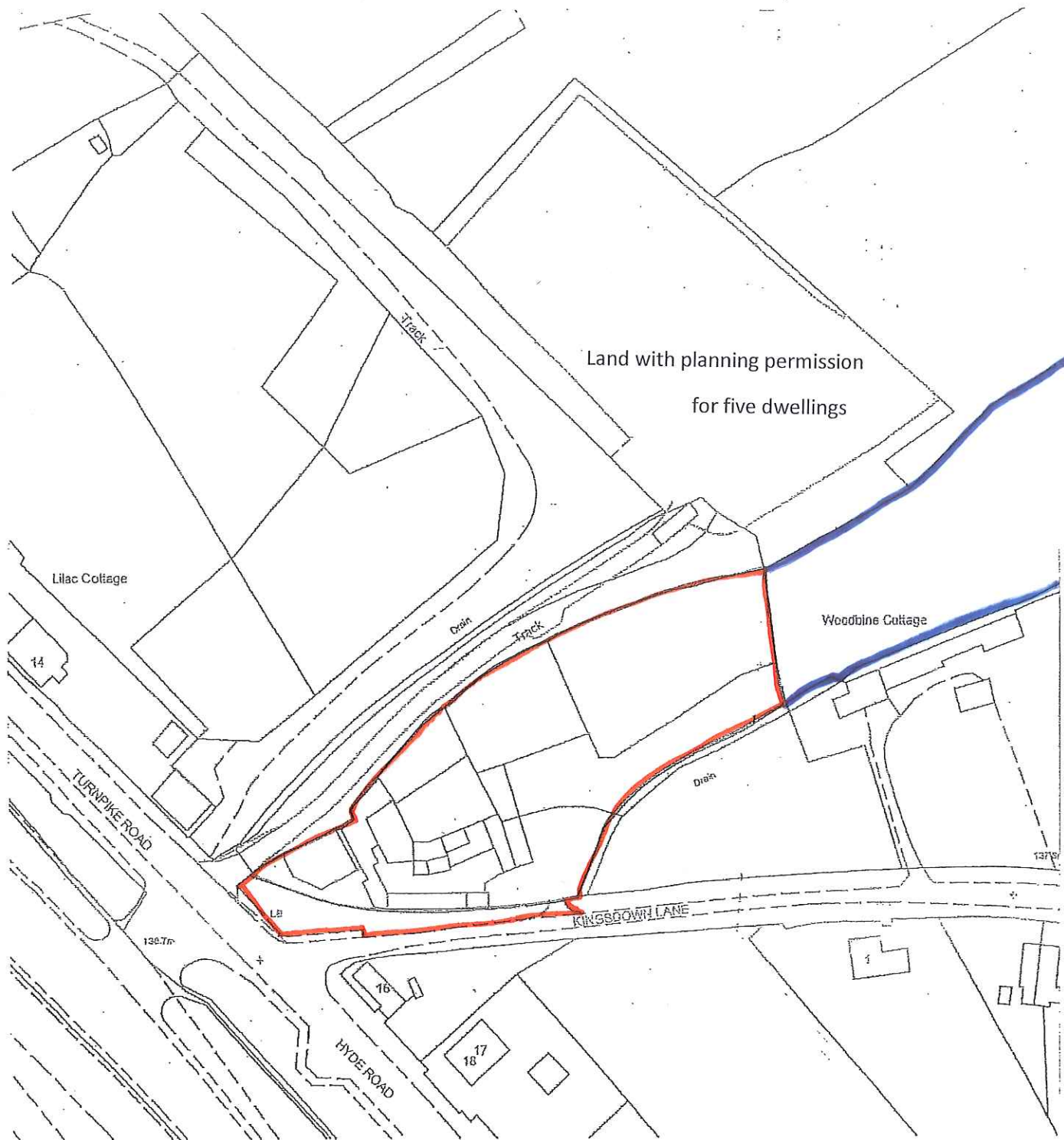
LAND OFF KINGSDOWN LANE, BLUNSDON, SWINDON
 PROPOSED RESIDENTIAL DEVELOPMENT
 ILLUSTRATIVE SITE PLAN

SCALE 1,500/A3
 DRG No LPC.4398.18.02
 DATE 1 MAY 2018



TOWN AND
 COUNTRY
 PLANNING
 DEVELOPMENT
 CONSULTANTS

Trull ■ Tetbury
 Gloucestershire
 GL8 8SQ
 Tel: 01285 841433
 Fax: 01285 841489



LAND OFF KINGSDOWN LANE, BLUNSDON
SITE LOCATION

SCALE 1:1250/A4
DRG No LPC.4398.18.01A
DATE 1 MAY 2018



TOWN AND
COUNTRY
PLANNING
DEVELOPMENT
CONSULTANTS

Trull & Tetbury
Gloucestershire
GL8 8SQ
Tel: 01285 841433
Fax: 01285 841489



COMMITTEE REPORT

Item Number: 7

Ward: Blunsdon And Highworth

Application Number:

Parish:

S/OUT/18/0942/TB

Blunsdon

Proposal: Outline application for the erection of 5no. dwellings following demolition of existing equestrian buildings and dwelling.

Site Location: Longfield , Kingsdown Lane, Blunsdon

Case Officer: Tom Buxton (tbuxton@swindon.gov.uk) 01793 466240

Agent:

Andrew Miles
LPC (Trull) Ltd.
Trull
Tetbury
GL8 8SQ

Applicant

Tony Loveridge
Longfield
Kingsdown Lane
Blunsdon
Swindon
SN25 5DL

Officers Report

Background:

1. This application has been called to Planning Committee by Blunsdon Parish Council.

Summary of Recommendation:

2. That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amended, omitted or additional conditions and the completion of a Section 106 agreement to secure the necessary mitigation. In the event that the applicant fails to agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to refuse planning permission.

The Proposal:

3. This application seeks outline planning permission for the erection of 5 dwellings with all matters reserved on land at Longfield, Kingsdown Lane, Blunsdon.
4. Whilst the matters of access, layout, scale, appearance and landscaping are reserved for subsequent approval the application submission includes an illustrative site layout plan that demonstrates how the site could be developed. This indicative plan demonstrates the provision of 5 detached dwellinghouses each with its own detached double garage arranged in a cul-de-sac form. The indicative plan shows the highway access point being from Kingsdown Lane with an annotation indicating that the existing access is to be utilised and improved to Highway Authority standard.

The Site and Surroundings:

5. The site is an irregular shaped plot of land located to the north of Kingsdown Lane, Blunsdon. The plot is 0.43 hectares and currently accommodates a dwellinghouse and equestrian facilities. The latter includes barns and various outbuildings, a manege, vehicle

parking and a paddock containing horse jumps. The site also includes a pen for keeping goats.

6. To the south and south east of the site are residential properties fronting Kingsdown Lane and Turnpike Road. To the east is agricultural land as well as residential properties fronting the north side of Kingsdown Lane. To the north west are further residential properties fronting Turnpike Road and to the north/north east is a commercial yard and buildings utilised by a car repairs company and a concrete company. The latter land has an extant planning permission for residential development.

Representations:

7. Public:

1 representation of support from 'Fairview' detailing that the development will have a positive impact on the immediate area and help towards the housing deficit.

8. Parish Council:

Object to application as the proposals are outside the settlement boundary and not in line with Policy NC5 and that number of dwellings would constitute over-intensification of the site. Also concerned about sewage and drainage, the probable negative impact to Woodbine Cottage due to water run off about yet more traffic using local roads and services and queried whether the Bydemill Brook contributory would cope with additional flow.

9. Landscape:

No objections subject to suggested conditions.

10. Forward Planning:

On balance it is considered that the opportunity to redevelop this predominantly brownfield site outweighs the harm by virtue of its location and therefore no policy objection is raised.

11. Highways:

No objections subject to suggested conditions.

12. LLFA:

No objections raised subject to suggested condition.

13. Archaeology:

No comments to make.

Planning Considerations:

14. The relevant planning considerations with regard to the assessment of the application are the principle of the development, the impact upon the character of the area, highway implications and residential amenity and in these respects whether the proposals are in accordance with the provisions of the relevant policies of the Swindon Borough Local Plan 2026, the National Planning Policy Framework and Planning Practice Guidance. Other issues raised within the representations received will also be covered.

Planning Policy:

Adopted Local Plan 2026

15. The Swindon Borough Local Plan (SBLP) 2026 was adopted on 26th March 2015.

The following adopted Swindon Local Plan 2026 policies are considered to apply.

- DE1 (High Quality Design); seeks to achieve high standards of design for all types of development;
- SD2 (The Sustainable Development Strategy); aims to meet Swindon's development needs whilst protecting the Borough's most important assets;
- TR1 (Sustainable Transport Networks) and TR2 (Transport and Development); seek to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods;
- EN3 (Open Space); seeks all development to provide or contribute towards public;
- EN5 (Landscape Character and Historical Landscape); seeks development proposals to take account of their natural surroundings.

16. Also of relevance is Swindon Borough Council's adopted: Residential Design Guide (RDG) (2016), Supplementary Planning Guidance Note: Technical Guidance on Parking Standards (2007) and adopted Swindon Borough Council's Landscape Character Supplementary Planning Guidance.

National Planning Policy Framework 2018 (NPPF)

17. The revised National Planning Policy Framework came into force in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied.

18. Of particular relevance are sections: 2 'Achieving sustainable development', 5 'Delivering a sufficient supply of homes', 11 'Making effective use of land', 12 'Achieving well-designed places' and 15 'Conserving and enhancing the natural environment'.

19. Blunsdon Parish Council is currently preparing a neighbourhood plan but this has not been submitted to Swindon Borough Council as yet. In view of its relatively early stage of preparation, at present only very limited weight can be given to the Plan.

Principle of Development:

20. The Development Strategy is defined in adopted SBLP Policy SD2. Urban concentration supports key government objectives for sustainable development in the most accessible locations, whilst protecting the best of the countryside.

21. Policy SD2 delineates between the parts of the Borough in which the principle of development would be generally acceptable (within settlements) and those where it generally would not (in the countryside). The policy limits development in the countryside, defined as those areas that are not within a settlement boundary.

22. The application site is located outside of the Blunsdon settlement boundary. The site is therefore located in open countryside (in policy terms) and thus the development is in conflict with Policy SD2 of the SBLP, in that none of the exception criteria are met. However it must also be considered that the site is directly adjacent to existing residential development along Kingsdown Lane and Turnpike Road (to the east, south and north west)

and by commercial development/permitted residential development to the north. The site is also located in close proximity to the Kingsdown Strategic Allocation. In reality therefore the site is not truly considered to be in the open countryside.

23. At the planning inquiry for Land East of Marlborough Road, Wroughton in January last year the Council outlined its housing land supply position at 3.04 years (with a 20% buffer). This situation has not improved since and therefore the Council cannot currently demonstrate a five-year supply of deliverable housing land. Paragraph 11 (part d) of the NPPF is therefore of relevance and states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:

* The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development; or

* Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Footnote 7 of paragraph 11 confirms that for applications involving the provision of housing, where the local planning authority cannot demonstrate a five year supply of deliverable housing sites, then policies which are most important for determining the application are out-of-date.

24. Paragraph of 14 of the NPPF does not apply in this instance as a consequence of Blunsdon not having a neighbourhood plan and that at present the Council are unable to demonstrate a three-year housing land supply.

25. The lack of a demonstrable 5-year housing supply is not in itself a reason for approval, and in this case the proposal would make a very modest contribution to the overall supply of housing in the Borough. Rather, those local policies which concern the provision of housing cannot alone be the basis of a refusal, and the proposal has to be assessed against the policies within the NPPF taken as a whole. In this instance the element of Local Plan Policy SD2 referring to settlement boundaries cannot be considered as reason for refusal alone.

26. Section 11 of the NPPF deals with the effective use of land and requires that decisions promote an effective use of land in meeting the need for homes (and other uses). It also encourages “a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs”. It is considered that the majority of the site is previously developed land, complying with the NPPF definition of such in that it includes land occupied by permanent structures, including the curtilage of the developed land and any associated fixed surface infrastructure. It is considered that this effective use of previously developed land that will bring about the identified need of housing provision, is thus supportive of the principle of the development.

27. The village of Broad Blunsdon includes some limited facilities in a shop, place of worship, village hall, doctor's surgery, pub, hotel and recreation ground. There is also a relatively limited bus service which serves The High Street for access to other services and facilities including employment. As a result of the site not being adjacent to the village or in close proximity to the above though it is questionable that the proposal would meet the requirement set out in the NPPF, para 78 (Rural Housing): ‘To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the

vitality of rural communities.’ However the development is small scale and the Inspector of an appeal (APP/U3935/W/16/3160643) on land directly to the south of the application site for a similar small scale development of 4 houses (further from the village and the same net gain in dwellings) did not include this as an objection within the decision letter last year.

28. Before a decision can be made on the overall acceptability of the principle of development an assessment of the impacts of the scheme has to be carried out.

Loss / Impact on Landscape / Countryside:

29. In landscape terms the site is outside of the any settlement boundary and within the Mid Vale Ridge Landscape Character Area. The adopted SBLP policy EN5 (Landscape Character and Historic Landscape) states that development will only be permitted when the intrinsic character and local distinctiveness of landscape within the Borough are protected, conserved and enhanced. Similarly the NPPF requires the protection of valued landscapes.

30. In assessing the landscape impact the fact that the majority of the site is previously developed, in that it contains numerous buildings, areas of hard surfacing and a ménage are considerations here. As is the fact that the majority of the site is not attractive in terms of being made up of old and unsightly outbuildings and areas of hardstanding. So too is the fact that the site is largely surrounded by developed land (residential to the east, south and north west and commercial/permitted residential to the north). It must also be acknowledged that the land to the north east is allocated for residential development as part of the Kingsdown allocation. As such, whilst the land may be considered to be in the ‘open countryside’ in the context of the adopted SBLP in reality it is surrounded by development. Considering this plus the fact that the development will allow for the removal of the existing unsightly outbuildings etc and it will be possible to retain planting to the site frontage (south and west boundaries), it is considered that the development will not impact negatively on the Mid Vale Ridge Landscape Character Area or the wider landscape setting of Blunsdon. It is important to note that the Inspector of the appeal for Land North of The High Street (for 69 houses under reference S/14/1304) reached the same conclusion regarding landscape impact. The allowed appeal was for a much larger development. It also related to land that is more open and arguably more prominent within the landscape area.

31. The trees and shrubbery to the entrance of Kingsdown Lane contribute positively to the character of the area. Whilst these trees and greenery fall within the application site the indicative site plan shows no development in this location meaning that there is no reason why they cannot be retained. This can be ensured through the future reserved matters.

32. As a result of the above it is not considered that there will be any significant landscape impacts and therefore the proposal is compliant with Policy EN5 of the SBLP and the NPPF in this regard.

Highway Access and Safety:

33. Policies TR1 and TR2 of the adopted Swindon Borough Local Plan 2026 seek to ensure access for developments that is appropriate to the scale, type and location of the proposal without detriment to highway safety, traffic movement and the local environment.

34. Whilst access is a matter that is reserved for future consideration there is no reason to suggest that the existing highway access point onto Kingsdown Lane cannot be utilised in an appropriate manner to serve the proposed 5 dwellings. The Highway Officer is satisfied

that the appropriate visibility splay can be achieved from the access, however this will need to be proven as part of any such future reserved matters application. It is also evident from the indicative layout plan that the site will comfortably be able to provide sufficient parking and turning space for each dwelling. With regard to the concerns raised by the Parish Council in relation to traffic increase it must be remembered that the site currently contains one dwelling and an equestrian use. As a consequence it is not considered that there will be any noticeable difference in traffic movements in the vicinity as a result of the development.

35. Following initial concerns regarding drainage expressed by the Local Lead Flood Authority (LLFA) further information was sought from the applicant. The applicant provided the requested information and the LLFA are now satisfied regarding surface water drainage subject to an appropriately worded condition.

Residential Amenity:

36. Policy DE1 of the Swindon Local Plan 2026 requires consideration of amenity in terms of light, privacy, outlook, noise, disturbance, smell, pollution and space when considering development proposals.

37. The nearest residential properties to the site are No. 16 Turnpike Road to the south and Woodbine Cottage to the east. The indicative site layout that has been submitted in support of the application demonstrates that it will be possible to accommodate 5 dwellings on the site with adequate spacing to the boundaries, meaning that there is no reason to suggest there will be any unacceptable loss of light or visual dominance caused. The positioning of windows will be controlled as part of the future reserved matters application in order to ensure that no unacceptable issues of overlooking will be created.

38. Adequate amenity levels for future occupiers of the development will be controlled through the future reserved matters application to ensure adequate access to light and privacy as well as each benefitting from appropriate private garden provision and be protected from noise. With regard to the latter the existing commercial use (car repairs and concrete company) to the north is acknowledged. Whilst there is an extant planning permission for this site to be re-developed for residential this permission has not been implemented and there is no guarantee it will be. As a consequence the future reserved matters application will need to consider appropriate mitigation (should the extant permission at the adjacent site not be built out by then) as well appropriately worded conditions regarding noise levels be added to this consent. In summary the development is acceptable from a residential amenity point of view in compliance with Policy DE1 of the Swindon Local Plan 2026 and the adopted RDG.

Design, Layout and Character:

39. Swindon Local Plan policy DE1 states that high standards of design will be required for all types of development. The adopted RDG also requires high design standards as well as offered guidance on layout, context and character amongst other factors. As above, the matters of layout, scale and appearance (as well as landscaping) are reserved for future judgement and hence are not up for consideration here. If/when such future reserved matters applications are submitted these will be assessed against Policy DE1 of the adopted SBLP and the Design Guide. There is no reason at this stage to suggest that a suitable layout and appearance cannot be achieved whilst incorporating suitable landscaping or that the resulting character of this combined will not be acceptable.

Biodiversity:

40. The NPPF encourages the incorporation of biodiversity improvements. Policy EN4: Biodiversity and Geodiversity of the adopted SBLP is also of relevance in this regard. The site is largely previously developed and is still in use. As such it is unlikely to contain any significant wildlife habitats. Furthermore biodiversity improvements can be secured through the future reserved matters applications (landscape in particular).

Other Issues:

CIL/Infrastructure Requirements:

41. The Community Infrastructure Levy Regulations 2010 (as amended) 'CIL Regs' came into force on 6th April 2010. Regulation 122 states that where an item of infrastructure may be requested as a planning obligation, in order to support a decision the three following test must be satisfied:

- Necessary to make the development acceptable in planning terms
- Directly related to the Development, and
- Fairly and reasonably related in scale and kind to the development.

42. In addition to meeting the CIL Regulation 122 tests it is necessary to consider the CIL Regulation 123 pooling restriction, that restricts the Council from entering into no more than 5 obligations to deliver a type of infrastructure or specific project (counting that quantity starting on 6th April 2010. Compliance with Regulation 122 is therefore material to any contributions that will inform a decision to grant planning permission.

43. The Council is a Community Infrastructure Levy (CIL) Charging Authority. At the point of writing this report the adopted CIL Charging Schedule is that dated 6th April 2015. The proposed development for residential is located within CIL Residential Charging Zone 2 of this schedule. The development constitutes CIL Liable development chargeable at the relevant rate within the relevant Charging Schedule in place at the time of calculation, that rate which is subject to indexation annually. The CIL chargeable amount is calculated at the point in time that planning permission first permits development for CIL purposes. For an outline application this would be at the point of approval or reserved matters, should outline permission be granted. To inform the applicant/landowners of the relevance of CIL to the proposal a CIL liable informative will be added to the Decision Notice

44. This section considers the potential wider infrastructure implications. The overarching infrastructure policy framework is set out through Policy IN1 of the adopted Local Plan.

45. Policy EN3 of the adopted SBLP details a requirement to provide contributions towards off-site open space. Whilst the number of dwellings proposed falls below the threshold of 10 (as set out in the Planning Practice Guidance) it would exceed the maximum combined gross floorspace of 1,000 square metres (gross internal area) threshold. As a consequence there is a justification for seeking contributions towards off-site open space in principle in this circumstance. These have been calculated to be as follows:

Contribution	Amount
Off-site Local Open Space	£3,850.04

Off-site Outdoor Sports Facilities	£2,585.74

46. No highway related contributions have been deemed applicable.

47. The contributions towards open space will need to be secured by means of a Section 106 legal agreement.

Consultee Comments:

48. With regard to the comments raised within the representations section that have not already been covered above the following is noted. The provision of a net gain of 4 houses is highly unlikely to put an unacceptable strain on services in the area. The proposed development is of a low density and thus cannot be considered to be an over-intensification of the site. Policy NC5 of the adopted SBLP is not of direct relevance as the site does not fall within the Kingsdown allocation site.

Conclusion:

49. In conclusion none of the policies in the NPPF that protect areas or assets of particular importance are of relevance in that the development would not impact upon the designations listed in footnote 6 of paragraph 11. d) i. (i.e. the site is not in an AONB or a conservation area etc). As such it is then purely a matter of a balancing exercise in relation to paragraph 11 d) ii. as to whether any adverse impacts of the development would significantly and demonstrably outweigh the benefits. In this regard an assessment of the impact of the development has been undertaken above which has concluded that whilst contrary to Policy SD2 of the SBLP and that the site is not in close proximity to the services of Blunsdon, the proposal will not result in any adverse impacts in terms of any harm to: the landscape character area, highway conditions, residential amenity or biodiversity.

50. Benefits of the development include additional housing and the provision of contributions towards off-site local open space and off-site outdoor sports facilities. In terms of the economic dimension the development would contribute towards economic growth during the construction phase, albeit that this would not be significant. Blunsdon has some public transport links and has a shop, a pub and church albeit that these are at a distance from the proposal site. Furthermore the development has the potential to improve what is in part an unattractive site at present and would make effective use of previously developed land.

51. The development would conflict with Policy SD2 of the adopted SBLP and the distance of the site from the shop and services offered in Broad Blunsdon is acknowledged. These factors hence weigh against the proposal. However in the current circumstances and in the circumstances of this specific site, these factors do not significantly and demonstrably outweigh the benefits of the proposal identified above. As such it is considered that the proposal is acceptable.

Recommendation:

52. That the Head of Planning, Regulatory Services and Heritage be authorised to GRANT planning permission subject to the conditions set out in the report together with any amended, omitted or additional conditions and the completion of a Section 106 agreement

to secure the necessary mitigation. In the event that the applicant fails to agree an extension of time to allow sufficient time for the LPA to deal with these matters then the Head of Planning, Regulatory Services and Heritage be authorised to refuse planning permission.

Conditions

1. This approval shall be in respect of drawing numbers LPC.4398.18.02 and LPC.4398.18.03 received by the Local Planning Authority on 8th June 2018 and drawing number LPC.4398.18.01A received on 14th August 2018 and Foul & Surface Water Drainage Statement - Longfield, Land off Kingsdown Lane, Blunsdon - Rev A received on 22nd August 2018.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

2. Prior to the commencement of works on site in connection with the development hereby permitted, details of the access, layout, scale, appearance and landscaping (hereinafter called "the Reserved Matters") shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with Section 92 of the Town and Country Planning Act 1990.

3. Application for the approval of the Reserved Matters referred to in condition 2 above, shall be submitted in writing to the Local Planning Authority before the expiration of 3 years from the date of this permission and shall be carried out in accordance with the approval.

Reason: To enable the Council to review the suitability of the development in accordance with Section 92(2) of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be commenced either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Council to review the suitability of the development in accordance with Section 92(2) of the Town and Country Planning Act 1990.

5. The material submitted with the landscaping reserved matters shall include: i) Details of the species, location, diameter, approximate height, and general state of health and stability, of every tree, bush or hedgerow on the site which is to be retained and of each tree, bush or hedgerow which is on land adjacent to the site and to which paragraphs ii), iii), iv) and v) below shall apply;

ii) No tree, bush or hedgerow which is to be retained and which has been identified in paragraph i) above, shall be topped, lopped, felled, destroyed or wilfully damaged, including any severance of its roots without the prior written consent of the Local Planning Authority; iii) No materials, plant, soil or spoil shall be stored underneath, and no burning of materials shall take place, within the furthest extent of the canopy of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above without the prior written consent of the Local Planning Authority; iv) Details of the specification and position of fencing and of any other measures to be taken for the protection of any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above.

Such fencing or any other measures shall be retained until the approved development has been completed or the Local Planning Authority has approved, in writing, that such fencing or any other measures may be removed; v) All works to protect any tree, bush or hedgerow, which is to be retained and which has been identified in paragraph i) above shall be carried

out in accordance with BS 5837(2012); vi) A planting plan and timetable of works for the soft landscaping of the site; all works shall be carried out in accordance with the approved plan and timetable; and any trees or plants, which within a period of five years from first being planted, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation; and vii) details of fencing and boundary treatments.

6. No development comprising the erection of any dwelling above ground level shall take place until full details of the slab levels of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

7. No development shall take place, including any site preparation works, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. specify point of construction access and access route to the site;
- iii. provide for the parking of vehicles of site operatives and visitors;
- iv. provide for the loading and unloading of plant and materials;
- v. provide for the storage of plant and materials used in constructing the development;
- vi. provide for wet wheel washing facilities;
- vii. specify the intended hours of construction operations;
- viii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway during the site preparation and construction phase(s) of development

8. The allocated private car parking spaces for each unit together with the visitor car parking space(s) on the highway in association with the units plus the associated turning space, shall be laid out and made available for use prior to the occupation of each unit. These spaces shall thereafter be retained only for the parking of motor vehicles in connection with the development hereby permitted.

Reason: In the interests of highway safety.

9. All private accesses within the development shall be by means of a dropped kerb crossing.

Reason: In the interests of highway safety.

10. Construction and demolition works associated with the development hereby permitted shall only take place between 0800 hours to 1800 hours on Mondays to Fridays and 0900 hours to 1300 hours on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of residential amenity.

11. Development shall not commence above ground level until 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

12. Development shall not begin until a surface water drainage scheme for the site, in accordance with the approved drainage strategy 'Foul & Surface Water Drainage Statement - Longfield, Land off Kingsdown Lane, Blunsdon - Rev A, August 2018', has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include, but not be limited to:

- o Evidence that the proposed flows from the site will discharge at or below greenfield runoff rates, or as close as practical for any areas that have been previously developed;
- o Infiltration testing results in line with DG365 standards;
- o Details of how the drainage scheme has incorporated SuDS techniques to manage water quantity and maintain water quality in accordance with best practice guidance including the latest SuDS Manual C753;
- o Detailed drainage plan showing the location of the proposed SuDS and drainage network with exceedance flow routes clearly identified;
- o Details to demonstrate the SuDS Scheme has been designed in accordance with best practice guidance including the latest SuDS Manual C753;
- o General arrangement, which should be coordinated with the landscape proposals and the masterplan;
- o Manhole Schedules;
- o Detailed drainage calculations for all rainfall events up to and including the 1 in 100 year plus climate change to demonstrate that all SuDS features and the drainage network can cater for the critical storm event for its lifetime;
- o Details of how the scheme shall be maintained and managed after completion;
- o Any drainage systems offered for adoption will be designed to Sewers for Adoption 7th edition and/or SBC standards as part of the detailed design and relevant technical approval processes.

13. Vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access (measured from the public road carriageway edge) to a point on the nearer carriageway edge of the public road 43m distant in both directions, and the area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between those points at a height of between 0.6m and 2.1m above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained.

14. The proposed residential units shall be designed to meet the indoor ambient noise levels contained in British Standard 8233:2014 (or later versions) which currently require:

Resting 35 dB LAeq,16hour

Dining 40 dB LAeq,16hour

Sleeping 30 dB LAeq,8hour

Sleeping, 45dB LAMax no more than 10 times a night (2300-0700) 45dB LAFmax

Reason: In the interests of the amenity.

15. Prior to occupation of the residential units, a pre-occupation validation noise survey shall be conducted in order to demonstrate that the noise mitigation measures detailed are effectual in reducing noise from external sources to an acceptable level in designated rooms, and a certificate of compliance by an approved acoustic assessor should be

submitted to the Local Planning Authority to demonstrate that the standards required under BS 8233:2014 have been achieved. The survey shall demonstrate compliance with the following criteria:

Resting 35 dB LAeq,16hour

Dining 40 dB LAeq,16hour

Sleeping 30 dB LAeq,8hour

Sleeping, 45dB LAMax no more than 10 times a night (2300-0700) 45dB LAFmax

Reason: In the interests of the amenity.

Informatives

1. CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for can be found at:

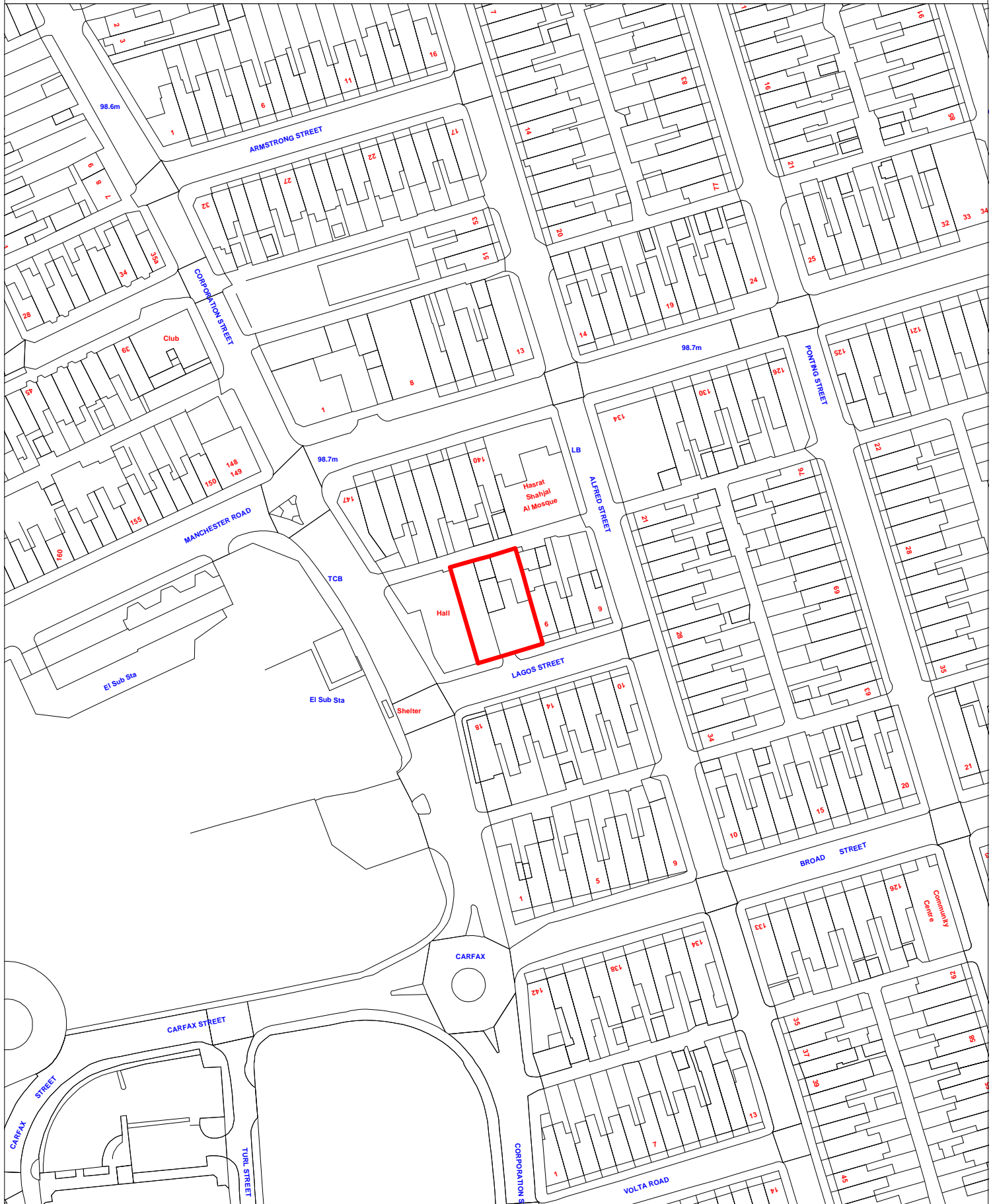
https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy and <https://www.gov.uk/guidance/community-infrastructure-levy>. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

2. In addition to this consent, please contact gazetteers@swindon.gov.uk or ring 01793 466378 for information and advice regarding the registration of new or revised property addresses. The naming of streets and addressing of properties within the Borough, is controlled by Swindon Borough Council under the Town Improvement Clauses Act 1847. The Act is used to make sure that any new street names, building names and numbers are allocated logically and that a unique and unambiguous address is provided for every property within the borough.

End of Report

Erection of replacement shop with ancillary office accommodation and associated works.

3-5 Lagos Street Swindon SN1 2BU



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.

Erection of replacement shop with ancillary office accommodation and associated works.

3-5 Lagos Street Swindon SN1 2BU

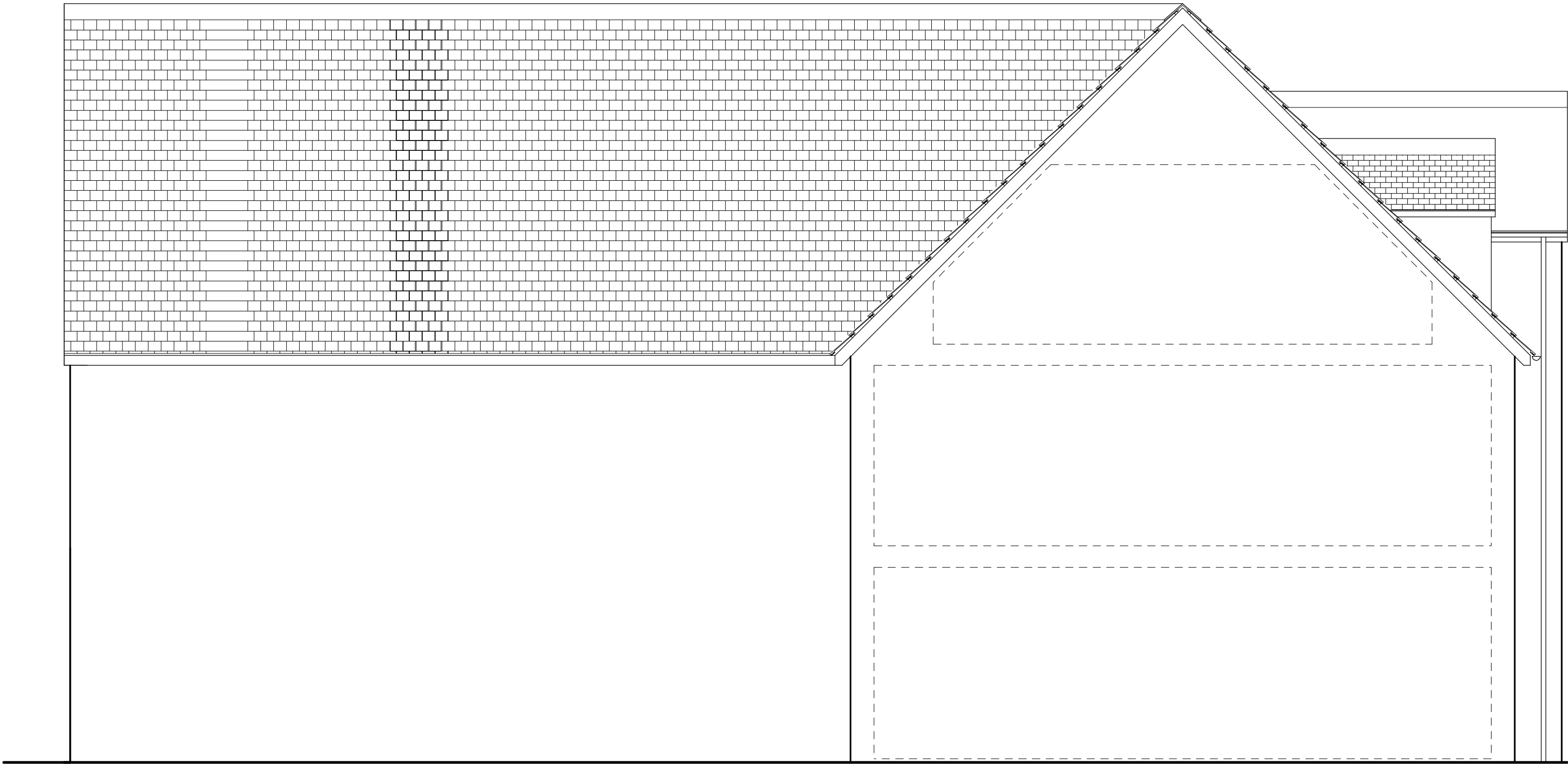


This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.



South Elevation

1:50



West Elevation

1:50



Rev B July 2018 Fire Escape amends
Rev A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

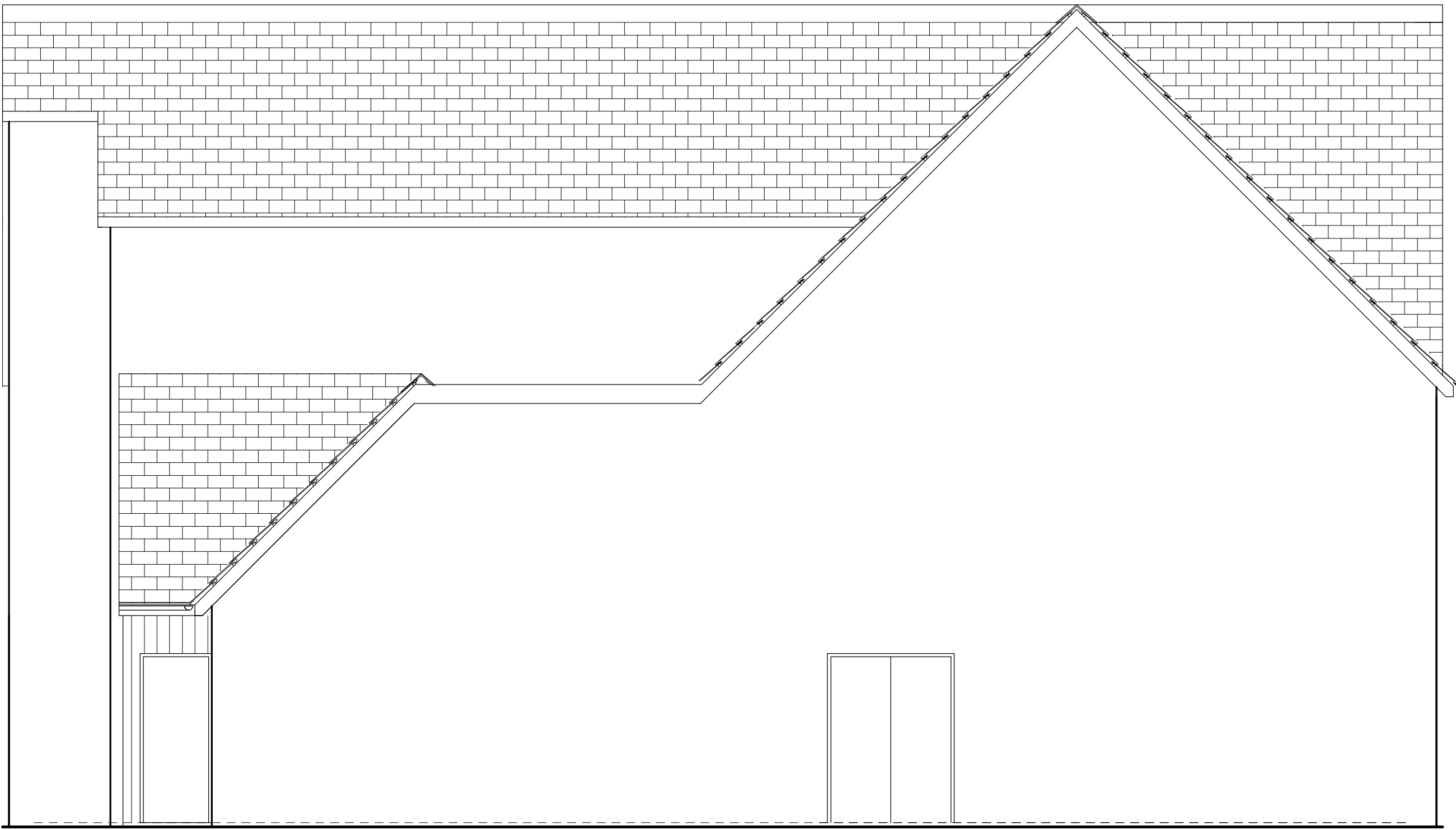
Client
Mr. S. Chowdhury

Job Title
3 - 5 Lagos Street
Swindon
Wilts. SN1 2BU

Drawing Title
Proposed Retail Outlet
Elevations I

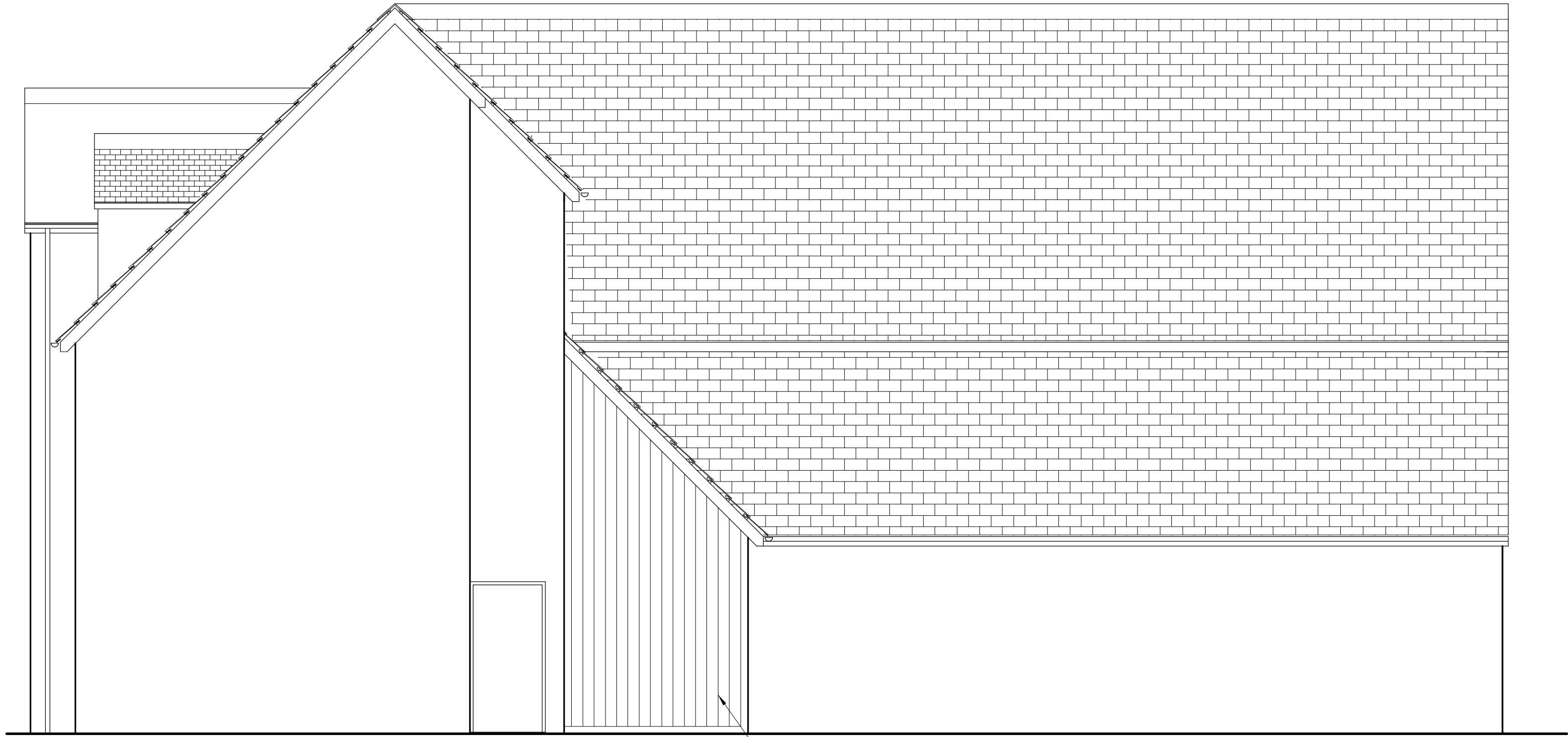
Scale
As Shown on A1 Sheet
Date
March 2018
Drawn by
G. T. Bennett MRICS

Drg. No.
GTB-846-4 B



North Elevation

1:50



East Elevation

1:50



Rev B July 2018 Fire Escape Amends
Rev A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

Client

Mr. S. Chowdhury

Job Title

3 - 5 Lagos Street

Swindon

Wilts. SN1 2BU

Drawing Title

Proposed Retail Outlet

Elevations 2

Scale
As Shown on A1 Sheet

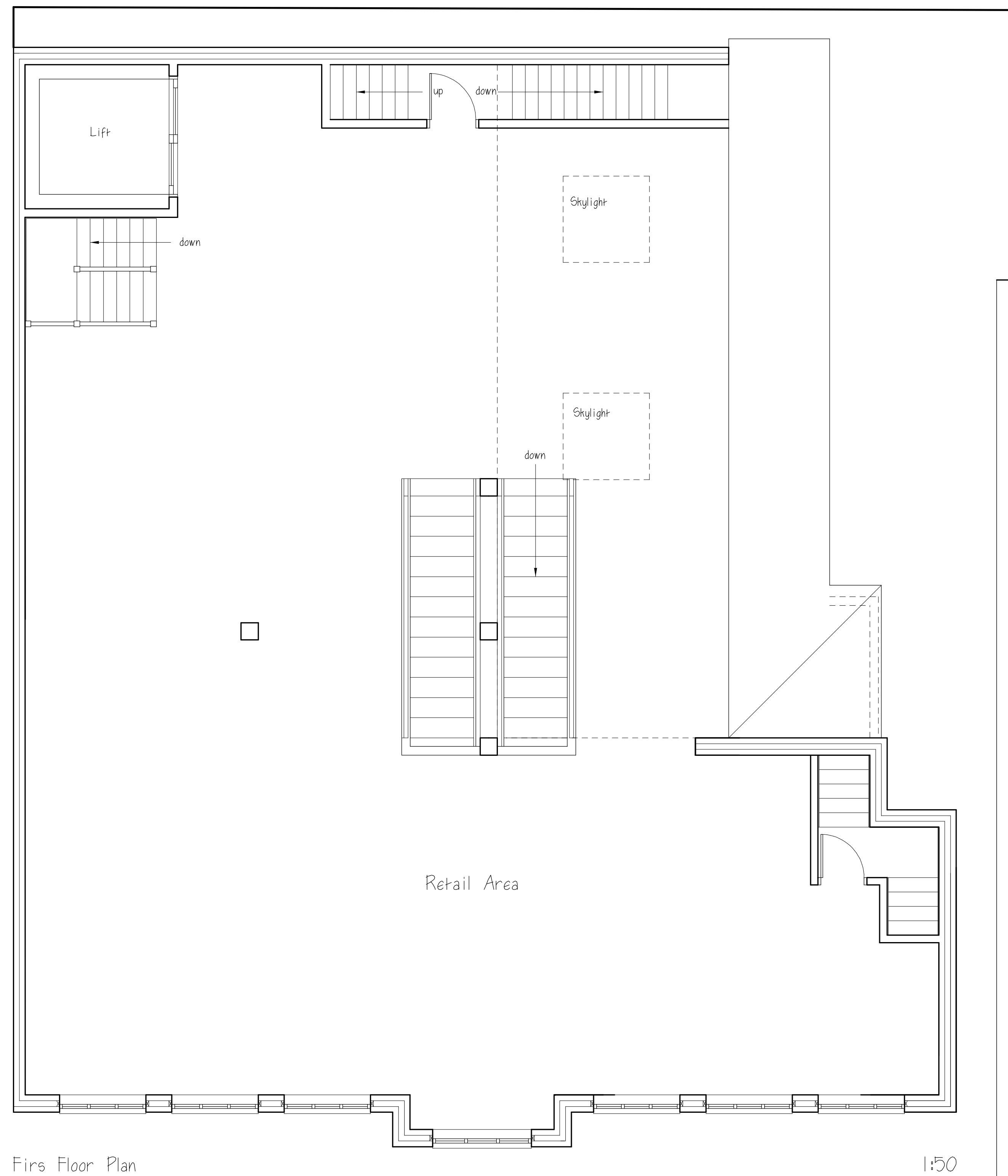
Date
March 2018

Drawn by
G. T. Bennett MRICS

Drg. No.

GTB-846-5

B



Rev B July 2018 Fire Escape amends
Rev A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

Client

Mr. S. Chowdhury

Job Title

3 - 5 Lagos Street

Swindon

Wilts. SN1 2BU

Drawing Title

Proposed Retail Outlet

First Floor Plans

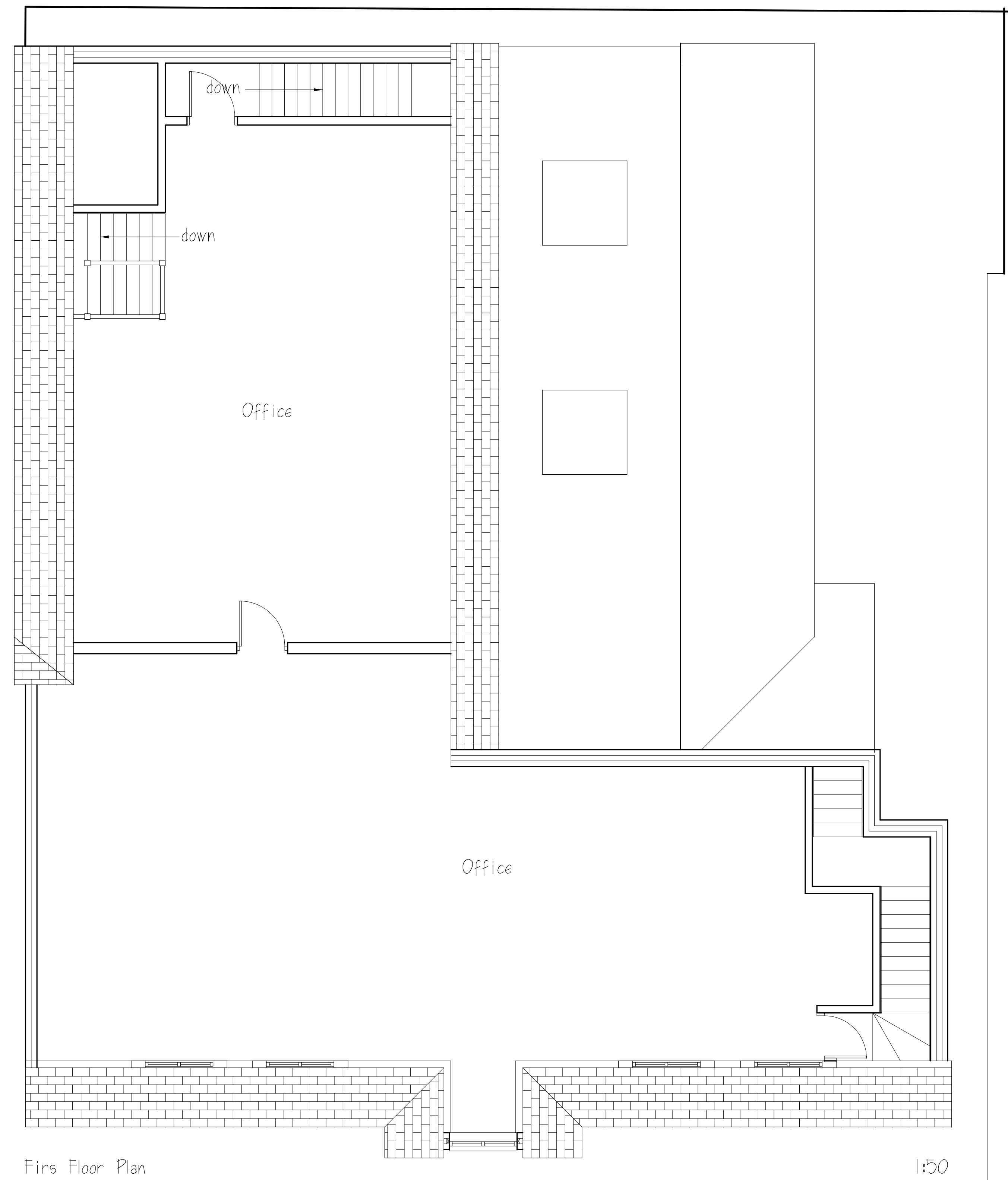
Scale
As Shown on A1 Sheet

Date
March 2018

Drawn by
G. T. Bennett MRICS

Drg. No.

GTB-846-2 B



Rev B July 2018 Fire Escape amends
Rev A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

Client

Mr. S. Chowdhury

Job Title

3 - 5 Lagos Street
Swindon
Wilts. SN1 2BU

Drawing Title

Proposed Retail Outlet
Second Floor Plan

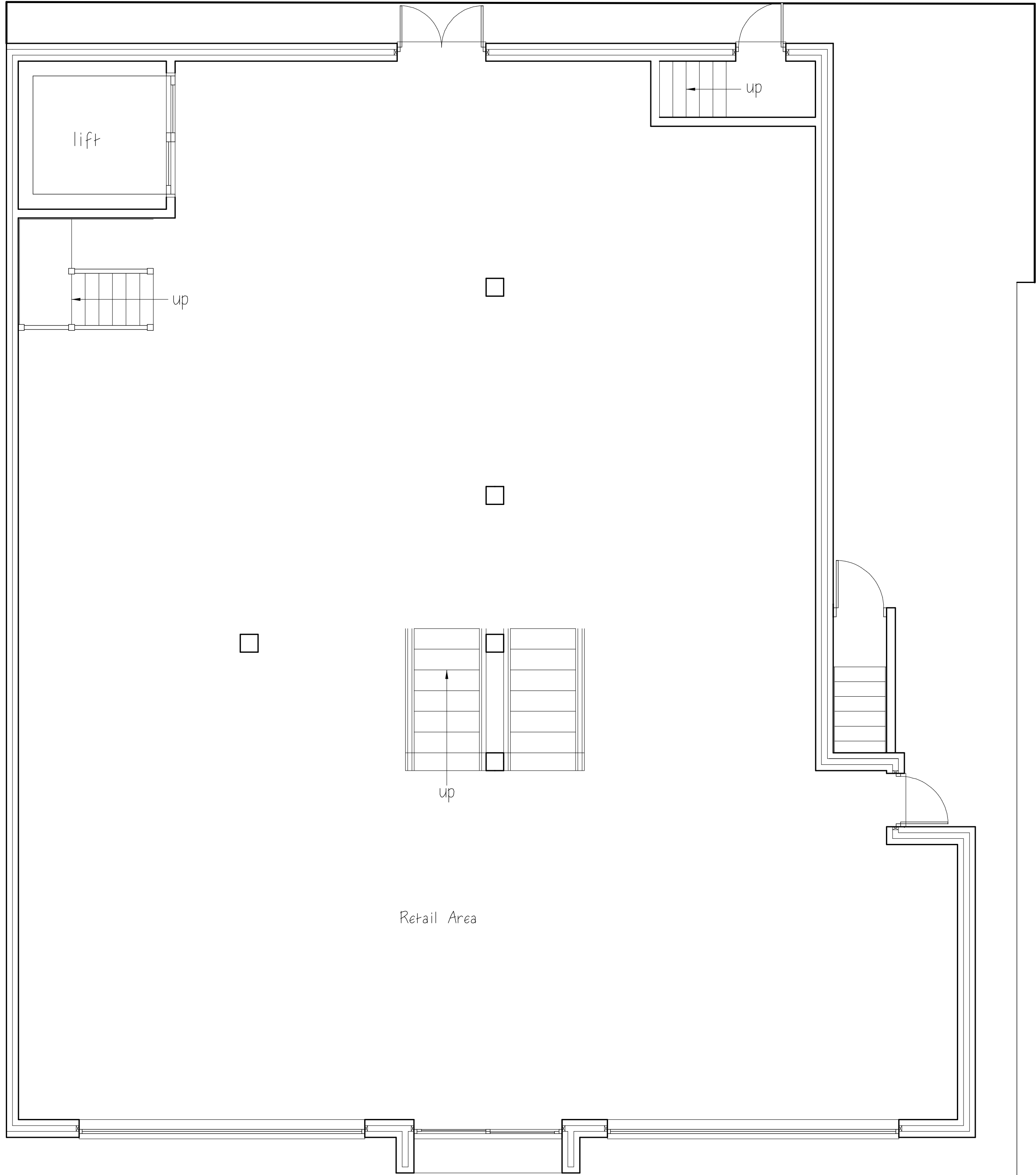
Scale
As Shown on A1 Sheet

Date
March 2018

Drawn by
G. T. Bennett MRICS

Drg. No.

GTB-846-3 B



Materials:
Walls - Facing Brick
Roof - Natural Slate
Windows - White Aluminium



Rev. A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

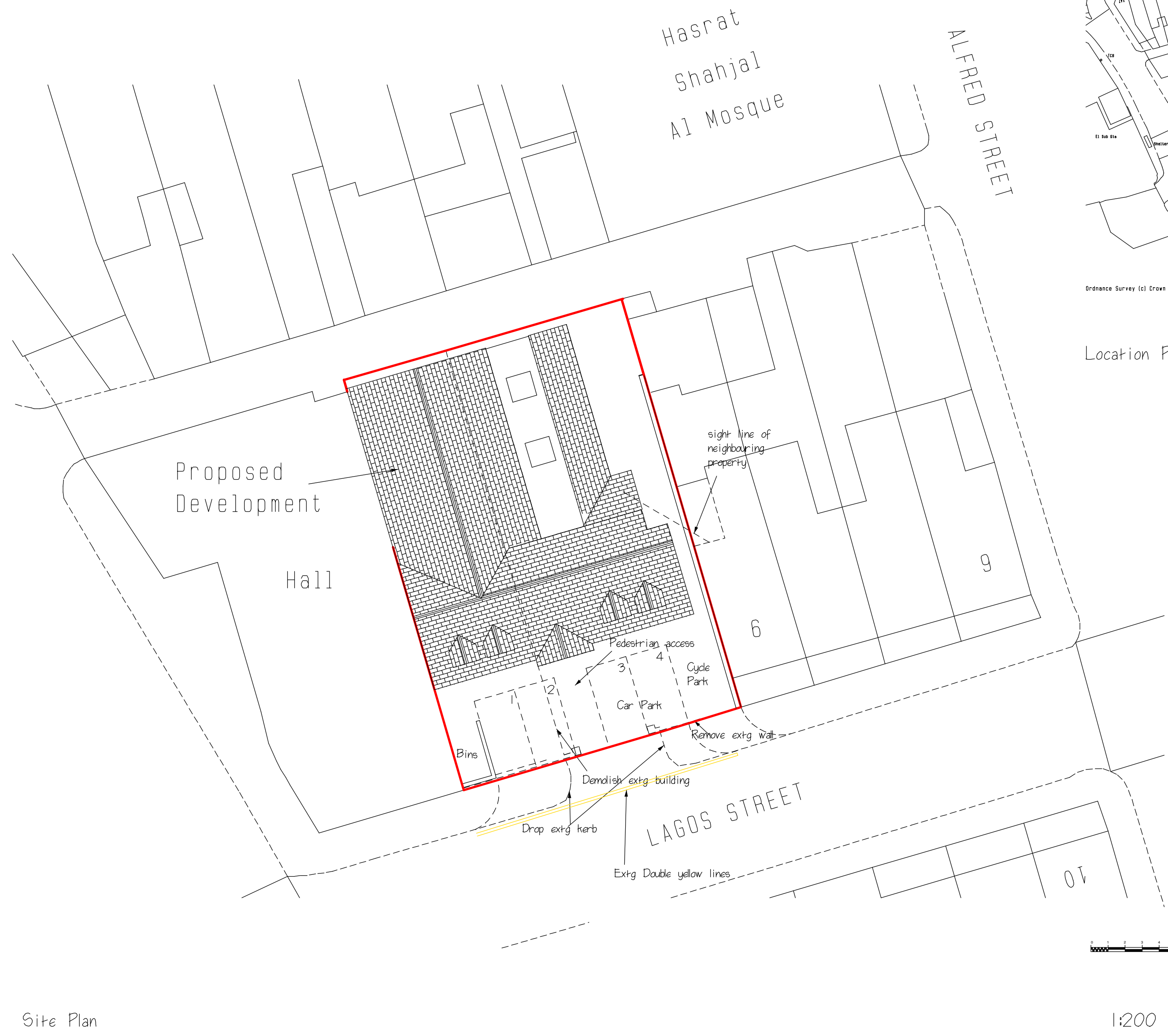
Client
Mr. S. Chowdhury

Job Title
3 - 5 Lagos Street
Swindon
Wilts. SN1 2BU

Drawing Title
Proposed Retail Outlet
Ground Floor Plans

Scale
As Shown on A1 Sheet
Date
March 2018
Drawn by
G. T. Bennett MRICS

Drg. No.
GTB-846-1 A



Rev B July 2018 Planning amends
Rev A June 2018 Planning amends

Giles Bennett Design

Primrose Cottage
Ockwells Road
Cox Green
Maidenhead
Berks. SL6 3AD

Tel/Fax: 01628 788898

Client

Mr. S. Chowdhury

Job Title

3 - 5 Lagos Street
Swindon
Wilts. SN1 2BU

Drawing Title

Proposed Retail Outlet
Site & Location Plan

Scale
As Shown on A2 Sheet

Date March 2017	Drawn by G. T. Bennett MRICS
---------------------------	--

Drg. No.

GTB-846-4 B



COMMITTEE REPORT

Item Number: 8

Application Number: S/18/0738/TB

Ward: Central

Parish:

Central Swindon South

Proposal: Erection of replacement shop (class A1) with ancillary office accommodation and associated works.

Site Location: 3-5 , Lagos Street, Swindon

Case Officer: Tom Buxton (tbuxton@swindon.gov.uk 01793 466240)

Agent:

Mr Paul Oakley
Oakley Planning & Conservation
16 The Street
All Cannings
Devizes
SN10 3PA

Applicant

Mr S Chowdhury

c/o Agent

Officers Report

Background:

1 This application is called to Planning Committee at the request of Councillor Bob Wright.

Summary of Recommendation:

2 Planning permission be GRANTED.

The Proposal:

3 This application seeks planning permission for the erection of a replacement shop (Class A1) with ancillary office space over.

4 The shop and offices would be accommodated in a two and half storey building of a roughly rectangular footprint. The proposed floor plans indicate that there would be retail floor space on the ground and first floors with the ancillary office space being located in the roof space/second floor. The building would front Lagos Street with a shop frontage in front of which would be car and bicycle parking spaces for customers.

The Site and Surroundings:

5 The site is a shop unit with associated storage and yard space. The unit was badly damaged by a fire and thus most of the upper floor is missing. The site benefits from a vehicular access into the service yard. The site was previously used as a motor spares shop and more recently as a convenience shop. Whilst the shop unit is not currently trading it is understood that the yard and associated storage buildings are being used for storage purposes for a nearby shop.

6 The surrounding area is mixed in character being made up of terraced houses, a hall and shops.

Site History:

7 Planning permission was granted in January 2017 for the redevelopment of the site to provide 8 flats under reference S/16/1911.

Representations:

8 Neighbours:

Original Plans

1 representation of objection received from No. 6 Lagos Street raising the following as concerns: highway safety (customer parking, delivery vehicle parking, increased traffic, problems experienced associated with existing shop in the street), removal of wall, refuse storage and collection (smells), the building is too tall and too close and will block light and be visually dominant, loss of property value, loss of privacy, potential location of air conditioning units and associated noise, there is no need for the shop and would prefer that the previously approved flats be built instead.

A petition against the proposal was also included with the letter, signed by occupants of 14 properties in the area (24 persons).

Revised Plans

No representations received.

9 Highways:

Original Plans

Concerns raised in relation to pedestrian access to the shop and cycle parking facilities.

Revised Plans

No objections subject to suggested condition.

10 Cllr Bob Wright:

Concerns about waste/deliveries and impact on amenity. It is a terraced housing street with two outside users impacting the area with their activity. The development building owners have large vehicle deliveries and their control of waste has not been good.

11 Parish Council:

Original Plans

No objections raised subject to:

1. The roof should not be higher than the existing building,
2. Explanation of need for a lift,
3. Concerns about parking & delivery. In particular where will delivery vehicle park as they currently park on the kerb.

Revised Plans

Objection in support of the comments of Cllr Bob Wright, namely the effect of deliveries and waste control.

Planning Considerations:

12 The relevant considerations are the principle of the development, the impact of the proposed building upon the character of the area, the impact of the use upon the surrounding area including residential amenity and highway safety. Of relevance to the determination of the application are Policies SD1, SD2, SC1, DE1, EC3 and TR2 of the

adopted Swindon Borough Local Plan (SBLP), Policy CAAP19 of the adopted Central Area Action Plan (CAAP) and the National Planning Policy Framework (NPPF).

Principle:

13 The proposed development is to be located with Swindon's central area and thus is compliant with Policy SD2 of the adopted SBLP which highlights this as being the first preference, location wise for such developments. In addition the central location of the development means that it will be accessible by walking, cycling and public transport in compliance with Policy SD1 of the adopted SBLP.

14 Policy EC3 of the adopted SBLP deals with the role of centres and main town centre uses. This policy is of relevance in that the proposal is a main town centre use. As the proposal site is located outside of (but on the edge of) a defined centre criterion b, of the policy is applicable. It details that proposals for new single shop units will be permitted where they provide for the daily shopping needs of the local population, are of walking distance of the community they serve and do not harm the vitality and viability of existing centres. As the agent advises that the proposed use is a convenience shop it will provide for the daily shopping needs of the community (i.e. selling food, drink and household goods) who will easily be able to walk to it. With regard to the impact that the development will have upon the vitality and viability of existing centres, the relevant ones are deemed to be the adjacent Manchester Road local centre and the nearby main town centre. In making this assessment it is important to remember that the site has an authorised use as retail (Class A1) and that the proposal is for a new retail unit (Class A1) with the only difference being the larger size of the unit. With regard to the Manchester Road local centre it is evident that it contains numerous convenience style shops within it. There is no reason to suggest that a larger shop unit (i.e. over and above the existing/previous shop use at the site) would cause a noticeable impact upon the vitality or viability of the Manchester Road Local Centre in terms of drawing trade away. It could be argued that customers using the new shop may choose to use the services available within the adjacent local centre also, due to its very close proximity. Taking the above into consideration and in particular the existing/previous use of the site as retail it is not considered that there is any evidence to indicate that the proposal will cause harm to the Manchester Road Local Centre.

15 When assessing the impact of the development upon the nearby town centre the existing retail use of the site must also be taken into consideration. This plus the larger distance in between (in comparison to the relationship of the site to the Manchester Road Local Centre) and the varied retail offer in the town centre suggests that the increase in size of the retail space proposed here is very unlikely to draw trade away from the town centre. It is also important to point out that the second bullet point of Policy EC3 details that existing single shop units will be protected from changes to non-A1 uses. As such it is evident that the Policy also serves to protect existing single shop units that are outside of the defined centres. There is no need to provide a retail impact assessment as set out under criterion d, of this policy as the proposed retail floor area falls under 600m². In summary it is considered that the proposal is compliant with Policy EC3 of the adopted SBLP.

16 Policy SC1 of the adopted SBLP sets out methods for improving and enhancing Swindon's central area. Of relevance to this proposal is the need to achieve good design and that developments in this area integrate positively with existing adjacent communities as well as mitigating their impact upon them. It is deemed that the proposal is in compliance with this policy and justification for this will be given within the amenity and streetscene

impacts section below.

17 Although Policy CAAP19 of the adopted CAAP aims to limit new retail in the Broadgreen area to the Manchester Road local centre it is not considered that the proposal conflicts with this policy. The justification for this is that this is not introducing a new retail use. A retail use has been long established at the site. In summary to this section it is considered that the principle of retail development is acceptable. The upper floor office space proposed is ancillary to the shop use and is not independent. Upon this basis this is acceptable also.

Impact Upon Streetscene:

18 The proposed building is a little larger in scale than the existing/previous building at the site in that it is taller and wider. The proposal would though be set back from the street in contrast to the existing situation and would represent an improvement in appearance terms as a result of the very unsightly appearance of the fire damaged and overgrown nature of the existing building. The increase in height is not significant in that the proposal would be less than a metre taller than the previous building at the site and only approximately 0.6 metres higher than the immediately adjacent terrace of houses. The increase in width (and small increase in height) would undoubtedly result in a change in character however when taking into consideration the very unsightly and run down nature of the existing site and the set back of the building it is considered that this would not be unacceptable. The design of the building is also felt to be acceptable in that the simple façade and gables roofs would not be dissimilar to the existing terraced properties in the vicinity. The central gable would assist in breaking up what might otherwise appear as a horizontal emphasis to the frontage and would add interest. Subject to the use of appropriate external facing materials (which will be conditioned) it is considered that the design and scale of the proposal is acceptable and no unacceptable impact will be caused to the character of the streetscene in compliance with Policy DE1 of the adopted SBLP.

Impact Upon Residential Amenity:

19 The nearest residential properties to the proposed development are No. 6 Lagos Street immediately to the east and several flats above shops to the north in Manchester Road. Following concerns raised by officers (and the neighbouring property) during the processing of the application revisions were made to the building to reduce its impact to No. 6 and the properties to the rear. In particular the tallest part of the building would be set further away from the rear part of No. 6 so that the 45-degree angle taken from its nearest upper floor habitable room window would no longer be blocked. Furthermore the previously proposed external staircase to the side has been removed and thus so has the opportunity for overlooking towards this neighbouring property. The same is true regarding the removal of the external staircase to the rear in that the opportunity for overlooking towards the rear of the Manchester Road residential properties has been removed also. In combination with there being no rear or side facing windows proposed it is concluded that the development will result in no loss of privacy. The separation distance between the rear part of the building and No. 6 Lagos Street and the reduced height of it adjacent to the common boundary would mean that the proposal would result in no unacceptable loss of light or visual dominance to any other rear windows or to the rear garden area of this property. The highest part of the building to the rear opposite the residential properties on Manchester Road is limited to the western side, as was the case with the previous/existing building on site. This factor combined with the separation distance of approximately 12 metres between the rear of the proposal and the main rear façade of the Manchester Road properties means

that no unacceptable loss of light or visual dominance would be caused to this side either. The set back of the building frontage would mean there would be no harm caused to the amenity of the residential properties to the opposite (southern) side of Lagos Street either.

20 With regard to the impact of the proposed use of the building upon residential amenity, following concerns expressed by officers the proposed bin storage area was switched to the opposite side boundary and thus away from No. 6 Lagos Street. Whilst the final details of the design and appearance of this storage facility will be conditioned to ensure acceptability the distance between it and this nearest neighbour suggests that there will be no harm in terms of smells emanating from it. Furthermore the specific allocation of the facility will mean that there will not be a requirement for any bin storage on the highway. No details have been provided regarding any air conditioning units, however in order to ensure that no harm is caused in terms of noise emanating from such a condition will be imposed requiring details to be provided prior to installation of any such. On the basis that the area already contains a number of shops and non-residential uses, including at the proposal site plus considering its central location it is not inherently quiet. As a result it is not considered that the use of the site as a new shop, albeit larger than existing/previous, would cause harm in terms of the comings and goings of customers or from associated deliveries. In conclusion the development would result in no unacceptable impact upon residential amenity in compliance with Policy DE1 of the adopted SBLP.

Highway Safety:

21 The proposed development is to provide 4 car parking spaces to the site frontage. This level of parking is considered to be acceptable when considering the central location of the site and the fact that the previous retail use at the site had no formal on-site parking. An area to the site frontage has also been set aside for cycle parking, the specific details of which will be conditioned. Due to low vehicle speeds on Lagos Street and the nature of the road the requirement for customers to have to reverse into or out of the car parking spaces is not considered to be unacceptable.

22 An existing designated loading bay is marked out on the street immediately adjacent to the west of the site frontage. This is deemed to be sufficient for the servicing of the proposed retail store. Whilst the comments made by the neighbouring resident and the Ward Councillor regarding past experience of delivery vehicles for the existing shop in the street blocking the street and parking on double yellow lines the application can't be resisted on the basis that this might occur as a consequence of the new shop also. Having noted this, as a way of providing more certainty regarding the type and timings of deliveries a condition will be imposed in this regard. In summary the development will give rise to no unacceptable highway related impacts in compliance with Policy TR2 of the adopted SBLP.

23 With regard to the comments made within the representations section that have not already been covered above the following is noted:

- Property value is not a material planning consideration.
- Whether there is a need for the shop or not is also not a material consideration.
- There is no proposal to remove the boundary wall on the common boundary with No. 6 Lagos Street.
- It is assumed that the lift is either to provide customer access to the first floor retail space or for transporting goods.

24 The Council's Community Infrastructure Charging Scheduled came into effect on 6th

April 2015. The development is located within the Council's adopted CIL Charging Schedule Retail Zone 2 and thus the relevant CIL rate is £100 per square metre. The document also details though that all CIL Liability will be index linked to the Building Cost Information Service (BCIS).

Concluding Comments:

25 The proposed development is acceptable in principle and would result in no unacceptable impact being caused: to the character of the streetscene or to residential amenity. Neither would any unacceptable impact result in terms of highway safety. The proposed development is compliant with Policies SD1, SD2, SC1, DE1, EC3 and TR2 of the adopted Swindon Borough Local Plan (SBLP), Policy CAAP19 of the adopted Central Area Action Plan (CAAP) and the National Planning Policy Framework (NPPF).

Recommendation

26 That planning permission be GRANTED.

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

2. This approval shall be in respect of drawing numbers: GTB-846-4, GTB-846-4A, GTB-846-7, GTB-846-8 received by the Local Planning Authority on 1st May 2018 and drawing numbers GtB-846-1 A, GTB-846-2 B, GTB-846-3 B, GTB-846-4 B and GTB-846-5 B received on 18th July 2018.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

3. Prior to the erection of the building hereby permitted above ground level 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.

4. Prior to the A1 shop hereby permitted first being brought into use full details of the refuse storage area and the method for refuse collection shall have been submitted to and agreed in writing by the Local Planning Authority. The refuse storage area shall thereafter be provided in accordance with the approved details prior to the A1 shop being brought into use. The method of refuse collection shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and highway safety.

5. No air conditioning units shall be installed unless in accordance with details which shall have first been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity.

6. For the avoidance of doubt the second floor office space shall be ancillary to the A1 shop

use and shall not be used independently of it.

Reason: Further justification and consideration would be required for separate usage.

7. Prior to the A1 shop hereby permitted first being brought into use a delivery management plan shall have first been submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be operated in accordance with the delivery management plan.

Reason: In the interests of amenity and highway safety.

8. Prior to the A1 shop hereby permitted first being brought into use details of the layout of the car parking area, including arrangements for the reinstatement of the footway (in the form of a vehicle crossover with dropped kerbs) have been submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented in full prior to the development being brought into beneficial use and thereafter maintained.

Reason: To ensure that car parking and access is provided in a manner commensurate with the safe and effective operation of the highway;

9. Prior to the A1 shop hereby permitted first being brought into use full details of cycle parking shall have first been submitted to and approved in writing by the Local Planning Authority. The details so approved shall be implemented in full prior to the A1 shop hereby permitted first being brought into use and thereafter maintained.

Reason: To ensure that cycle parking is provided in a manner commensurate with the safe and effective operation of the highway.

10. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. specify point of construction access and access route to the site;
- iii. provide for the parking of vehicles of site operatives and visitors;
- iv. provide for the loading and unloading of plant and materials;
- v. provide for the storage of plant and materials used in constructing the development;
- vi. provide for wheel washing facilities;
- vii. specify the intended hours of construction operations;
- viii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway during the site preparation and construction phase(s) of development in accordance with Policy TR2 of Swindon Borough Local Plan 2026.

Informatives

1. CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for

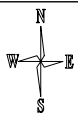
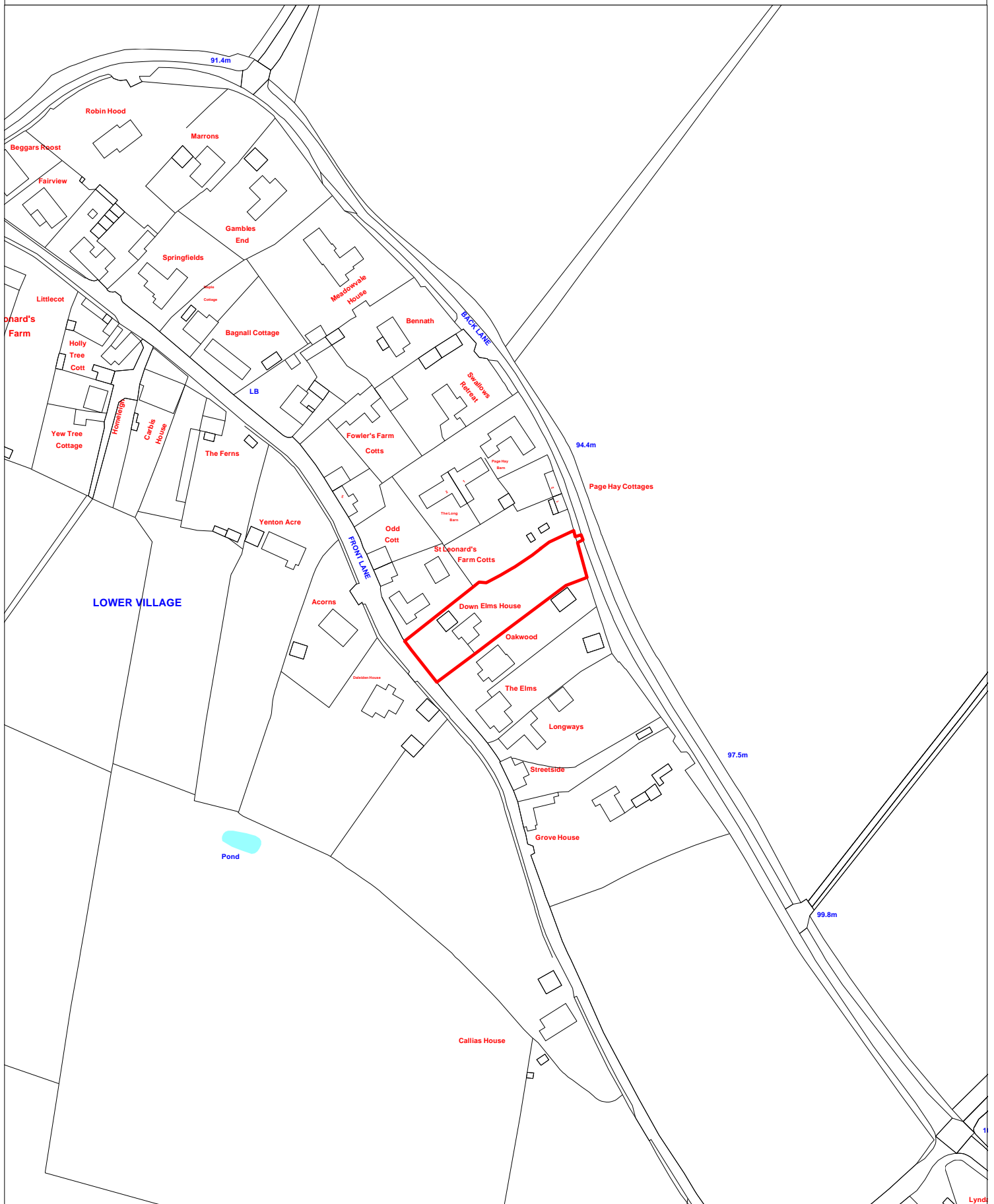
can be found at:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy and <https://www.gov.uk/guidance/community-infrastructure-levy>. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

End of Report

Erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

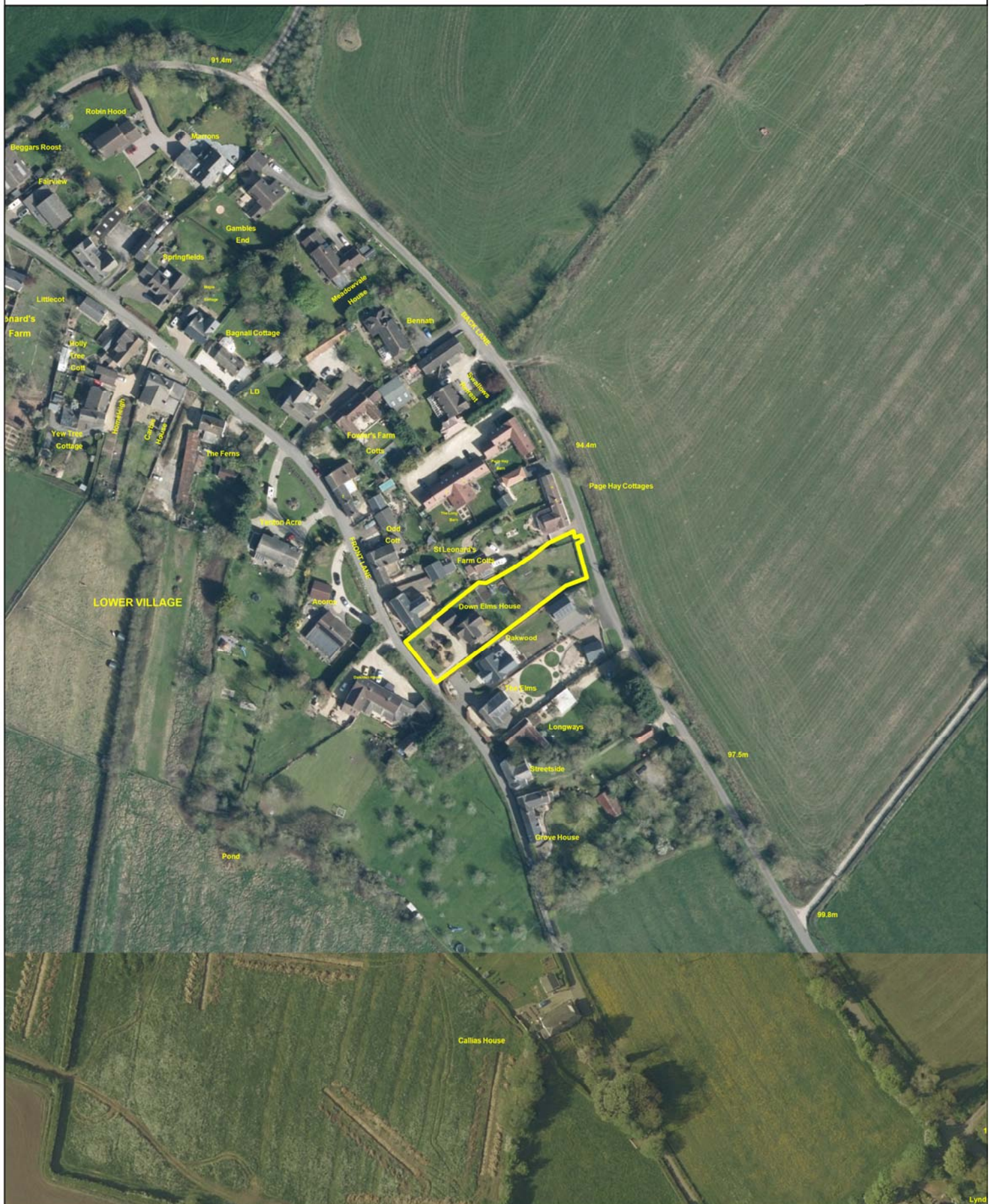
Down Elms House Back Lane Blunsdon Swindon SN26 7BJ



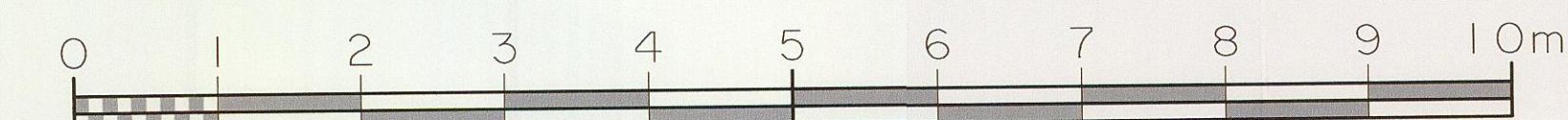
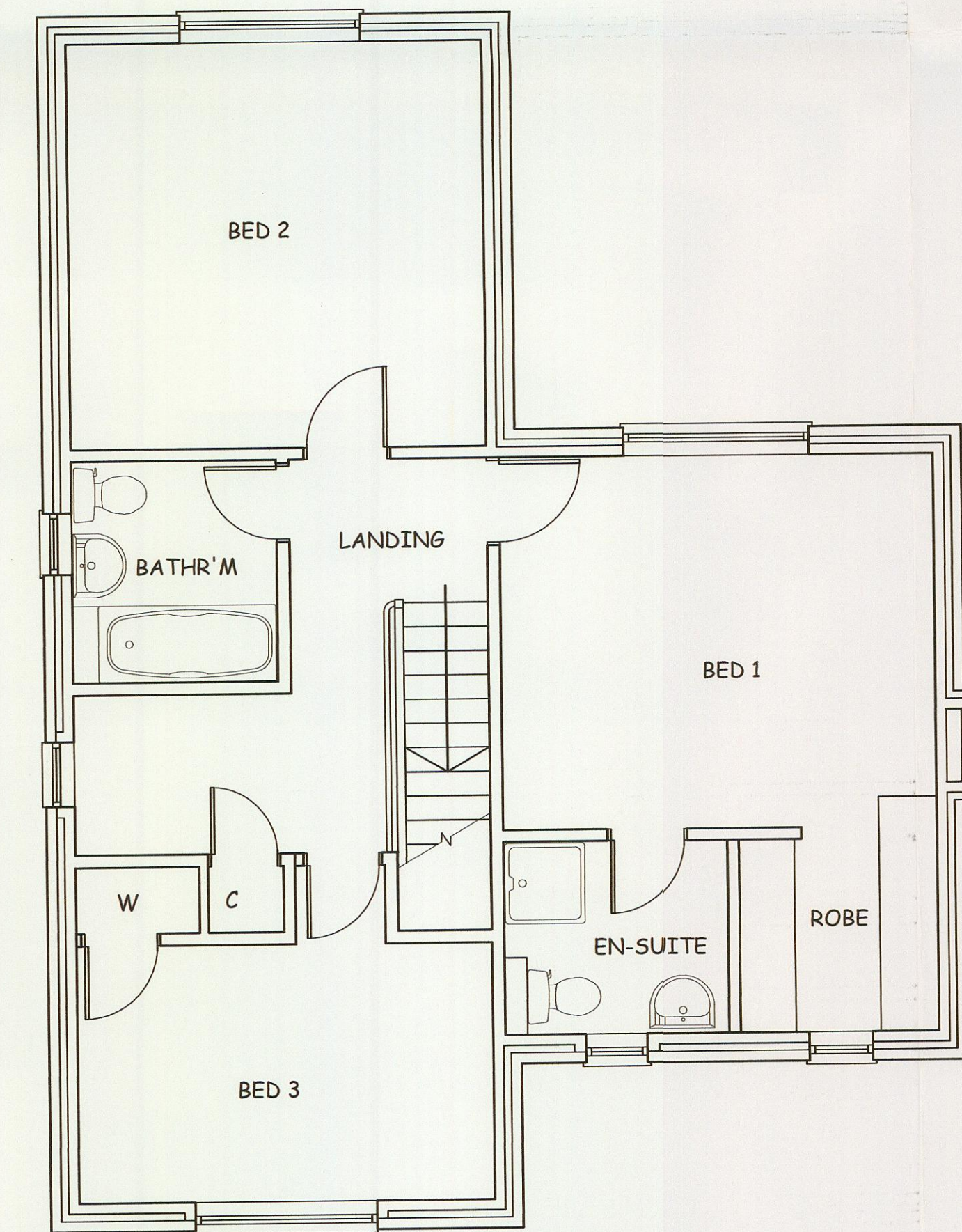
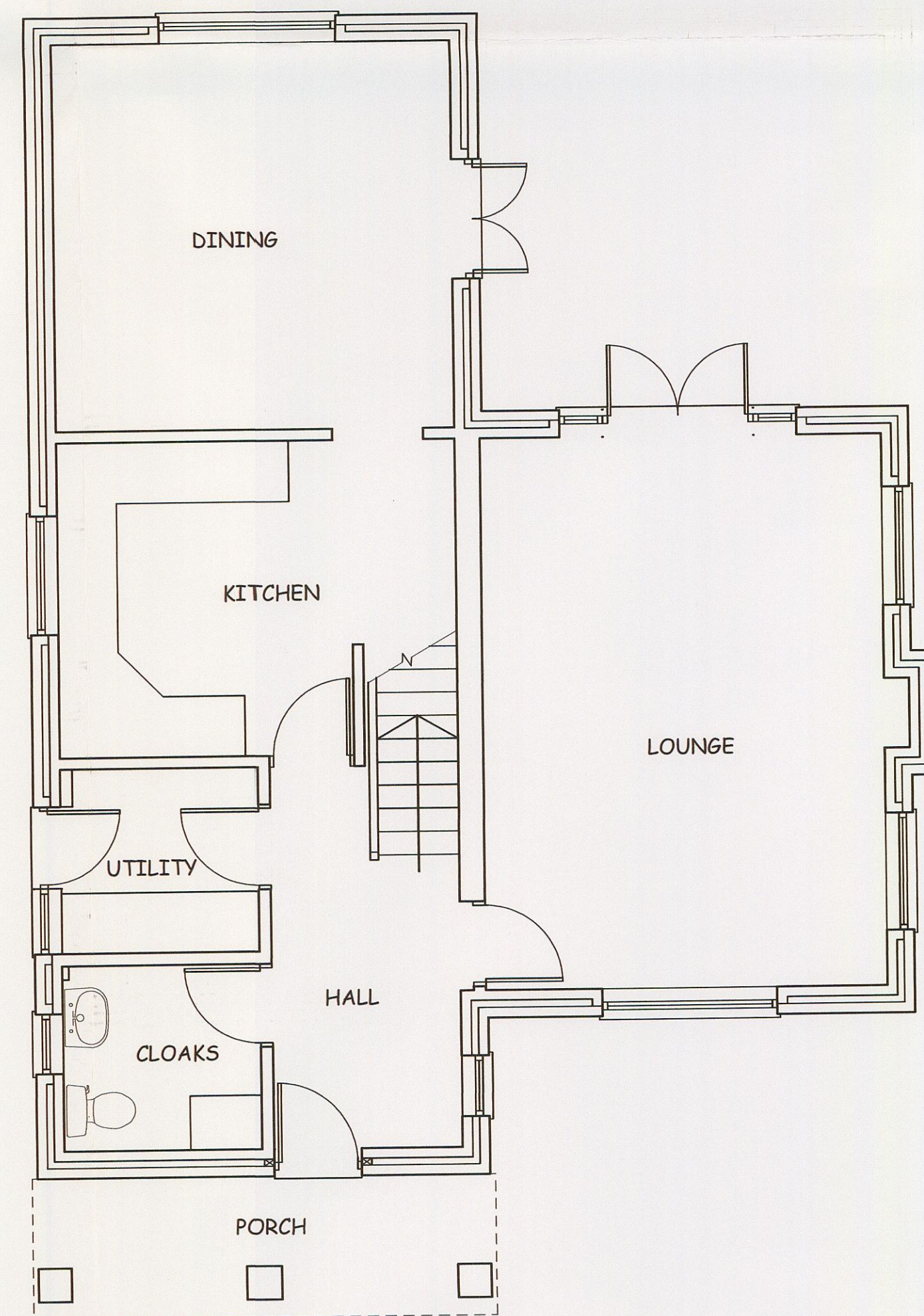
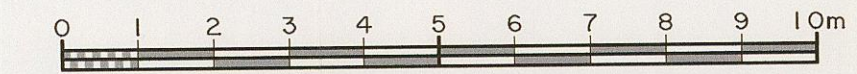
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.

Erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

Down Elms House Back Lane Blunsdon Swindon SN26 7BJ



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.



A	15/01/2018	Drawing completed
	Date	Revision

P J ARCHITECTURAL SERVICES
58A PURTON ROAD
SWINDON
SN2 2LZ
TEL : 01793 535556
MOB : 0784 845 3455
E-mail : pj.p@btinternet.com

Client
MR & MRS L PRESTON

Project Title
DOWN ELMS HOUSE
FRONT LANE
BLUNSDON
SWINDON
SN26 7BS

SWINDON BOROUGH COUNCIL
11 MAY 2018
SHOULDCROSS
PLANNING DEPARTMENT

Drawing Title
PROPERTY AS EXISTING

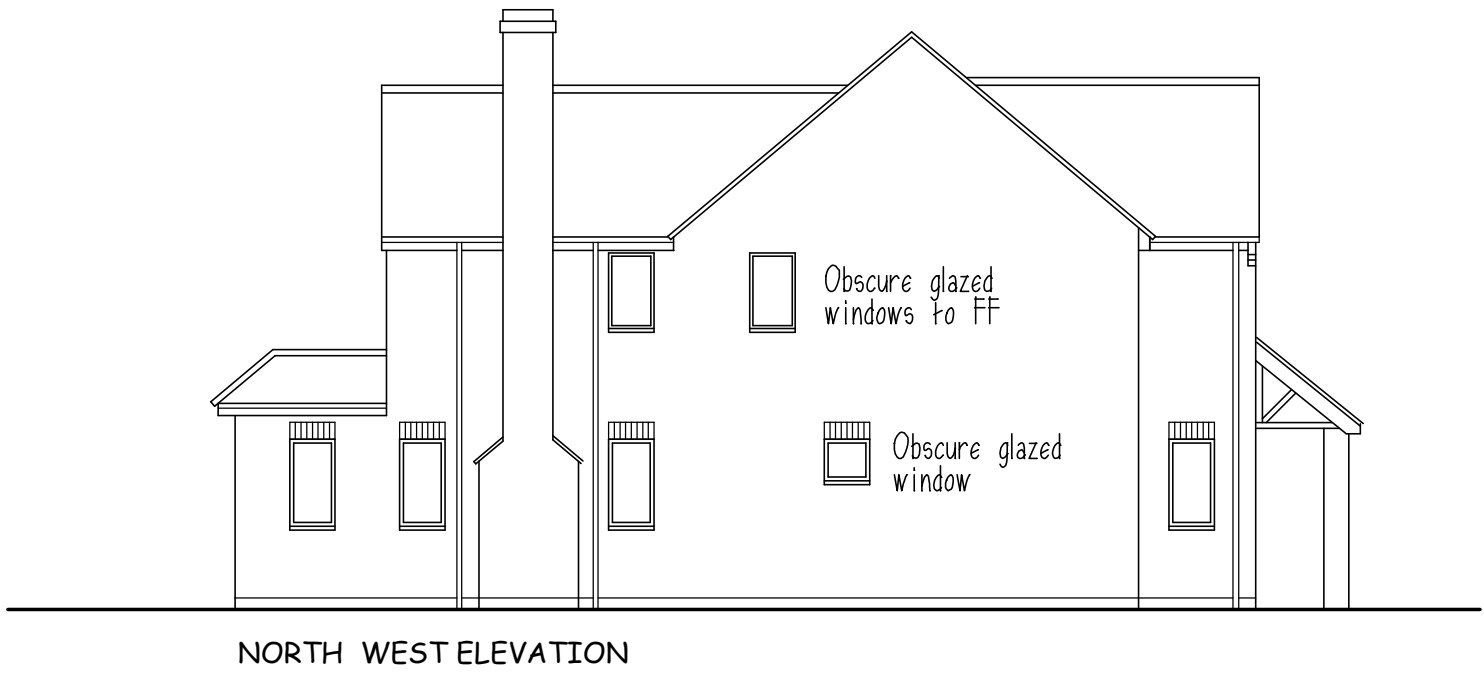
Scale(s)
 1:50 and 1:100 @ A1

Date
 23/06/2016

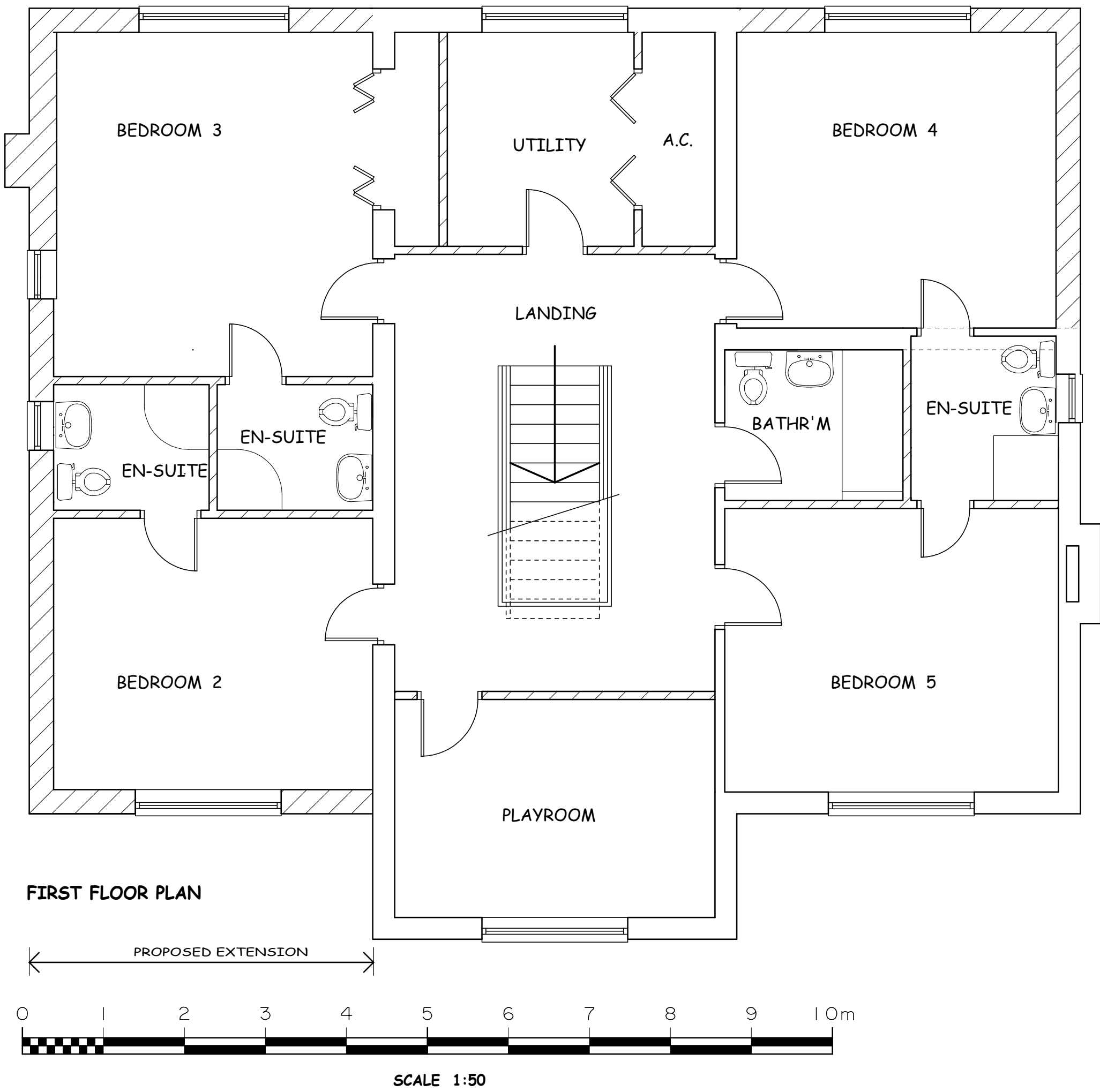
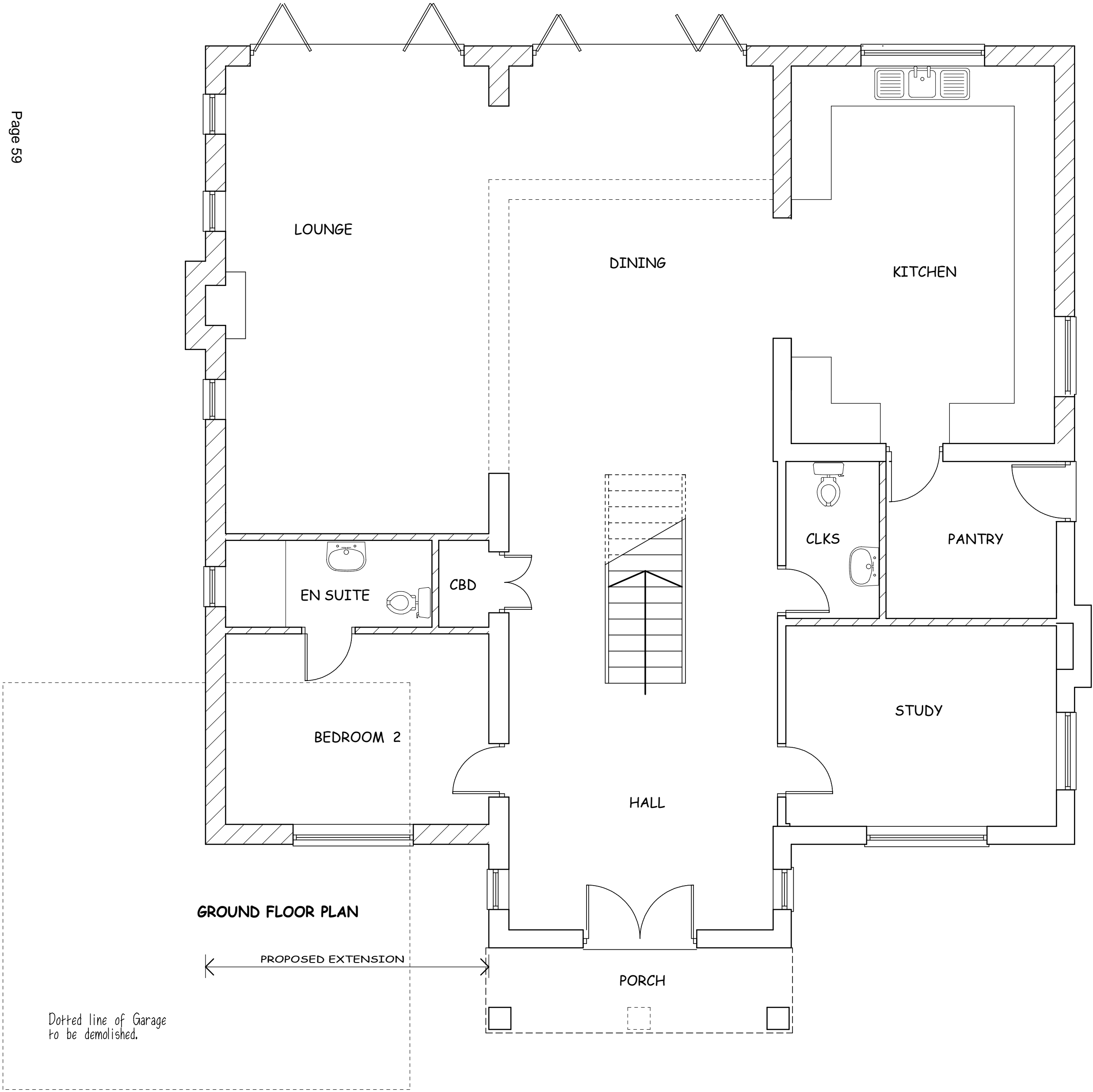
Drawn by
 P

© copyright

Project / Drg.No.
B 3066 01 A



EXTERNAL FINISHES SCHEDULE	
ROOF	Dark brown interlocking tiles to match existing property.
WALLS	Red-brown facing brickwork to match existing property
WINDOWS	Dark Brown UPVC wood grain effect. Dark grey powder coated aluminium bi-folds
RW GOODS	Black upvc to match existing house.



A	Date	Revision

P J ARCHITECTURAL SERVICES
58A PURTON ROAD
SWINDON
SN2 2LZ
TEL : 01793 535556
MOB : 0784 845 3455
E-mail : pj.p@btinternet.com

Client
MR & MRS L PRESTON

Project Title
**DOWN ELMS HOUSE
FRONT LANE
BLUNSDON
SWINDON
SN26 7BS**

Drawing Title
**PROPOSED EXTENSIONS
(Revised Proposal)**

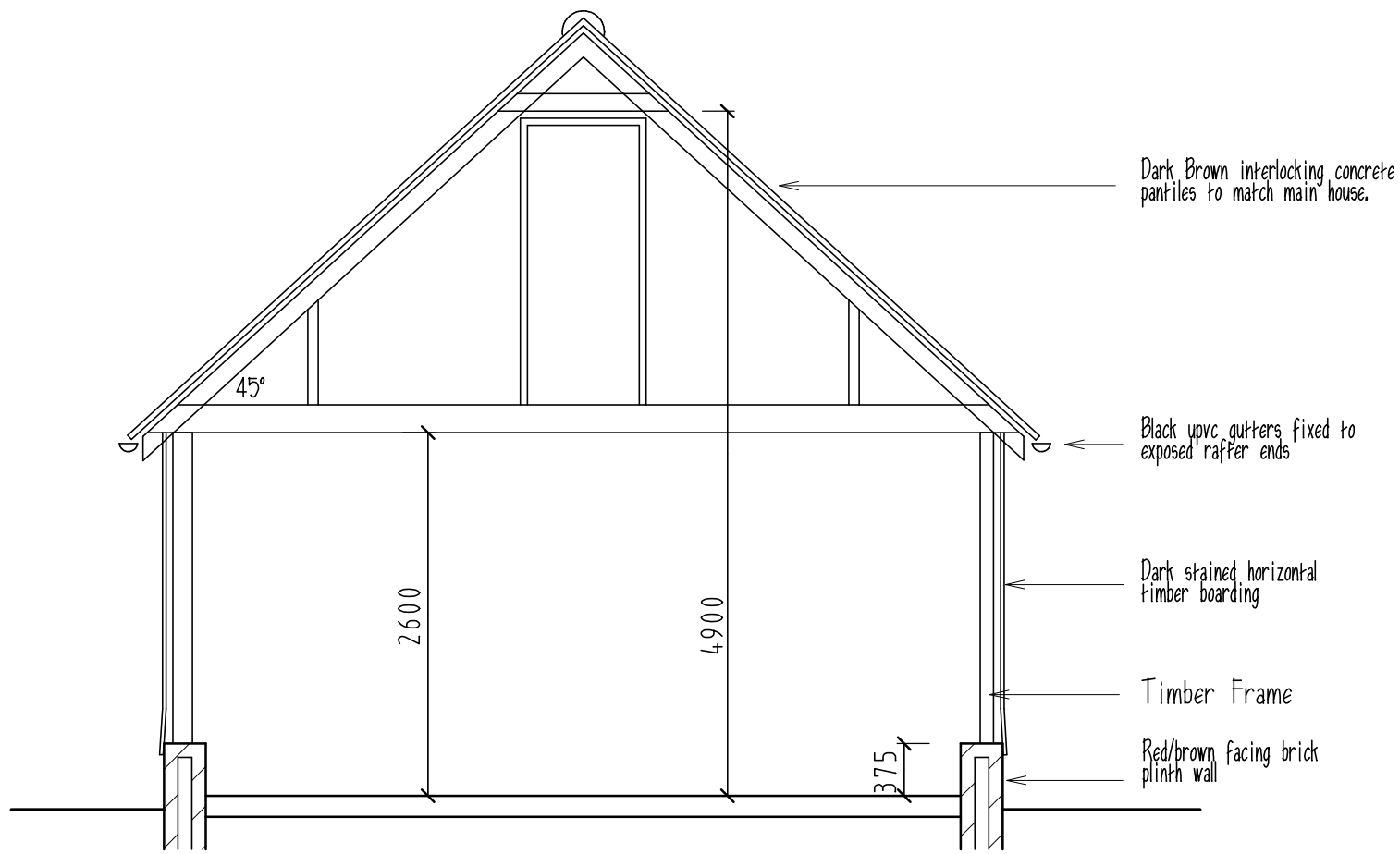
Scale(s)
1:50 and 1:100 @ A1

Date
04/05/2018
© copyright

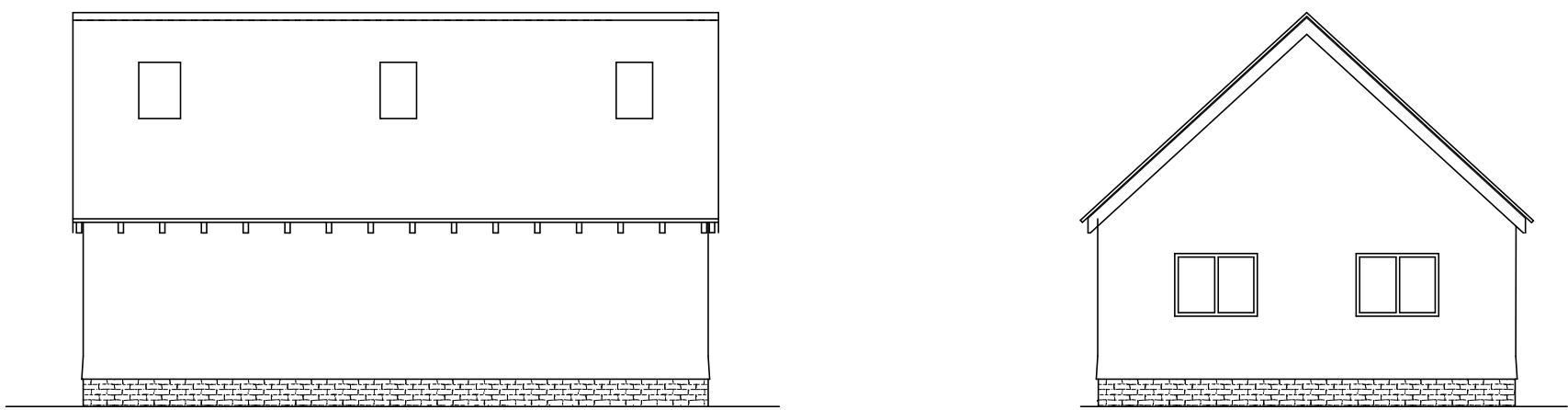
Drawn by
P

Project / Drg.No.
B 3066 20 A

Roof lights to this elevation to be non-opening and obscure glazed.

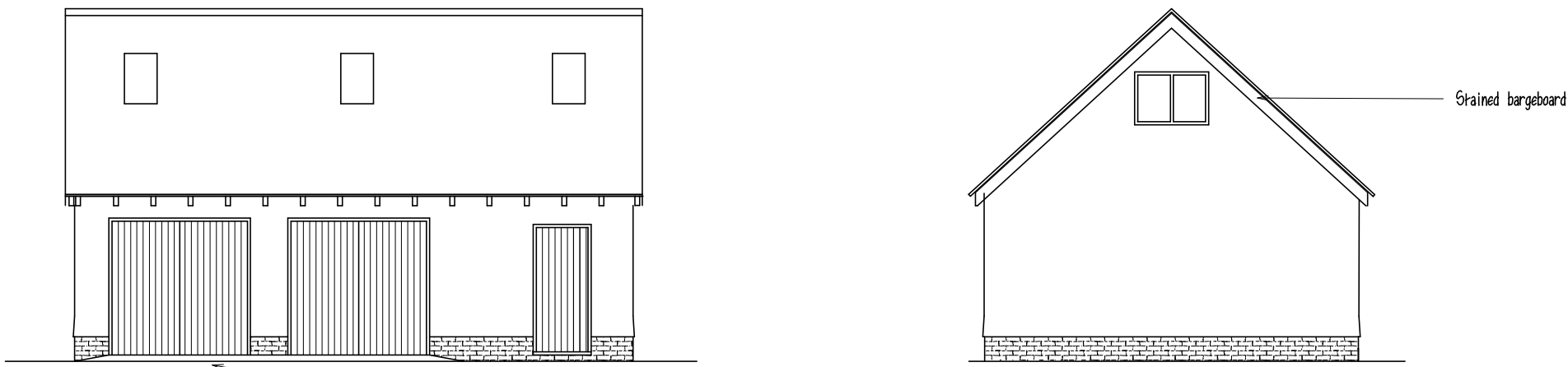
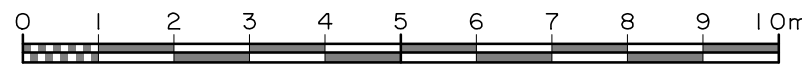


TYPICAL SECTION



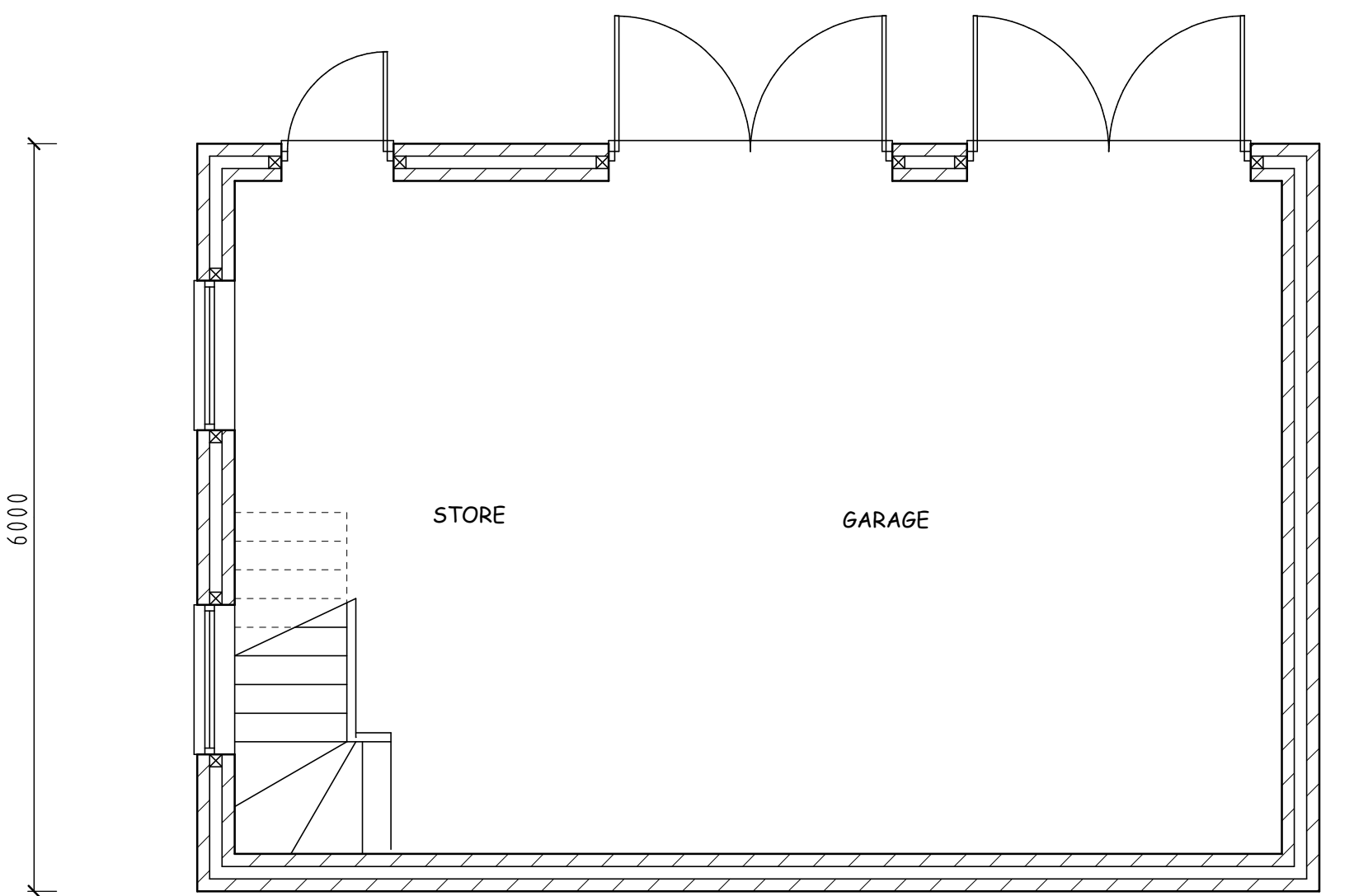
SE ELEVATION

SW ELEVATION

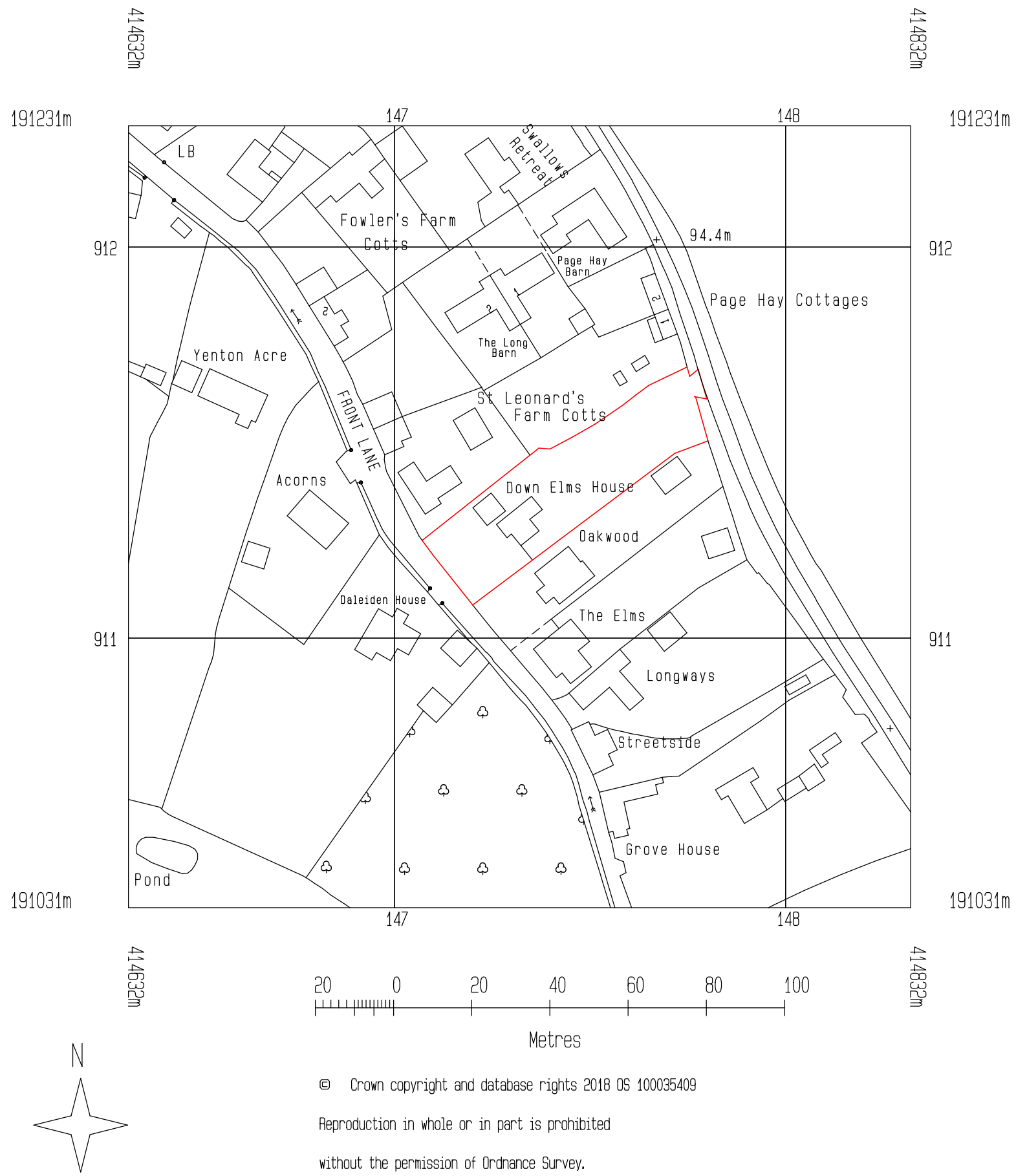
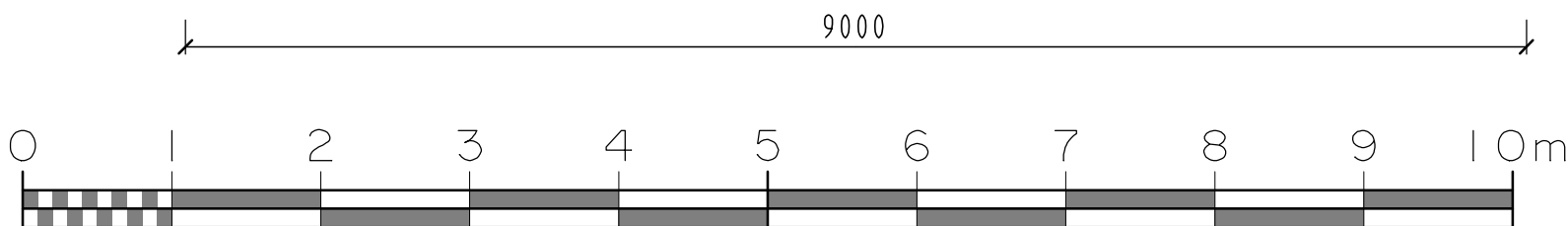


NW ELEVATION

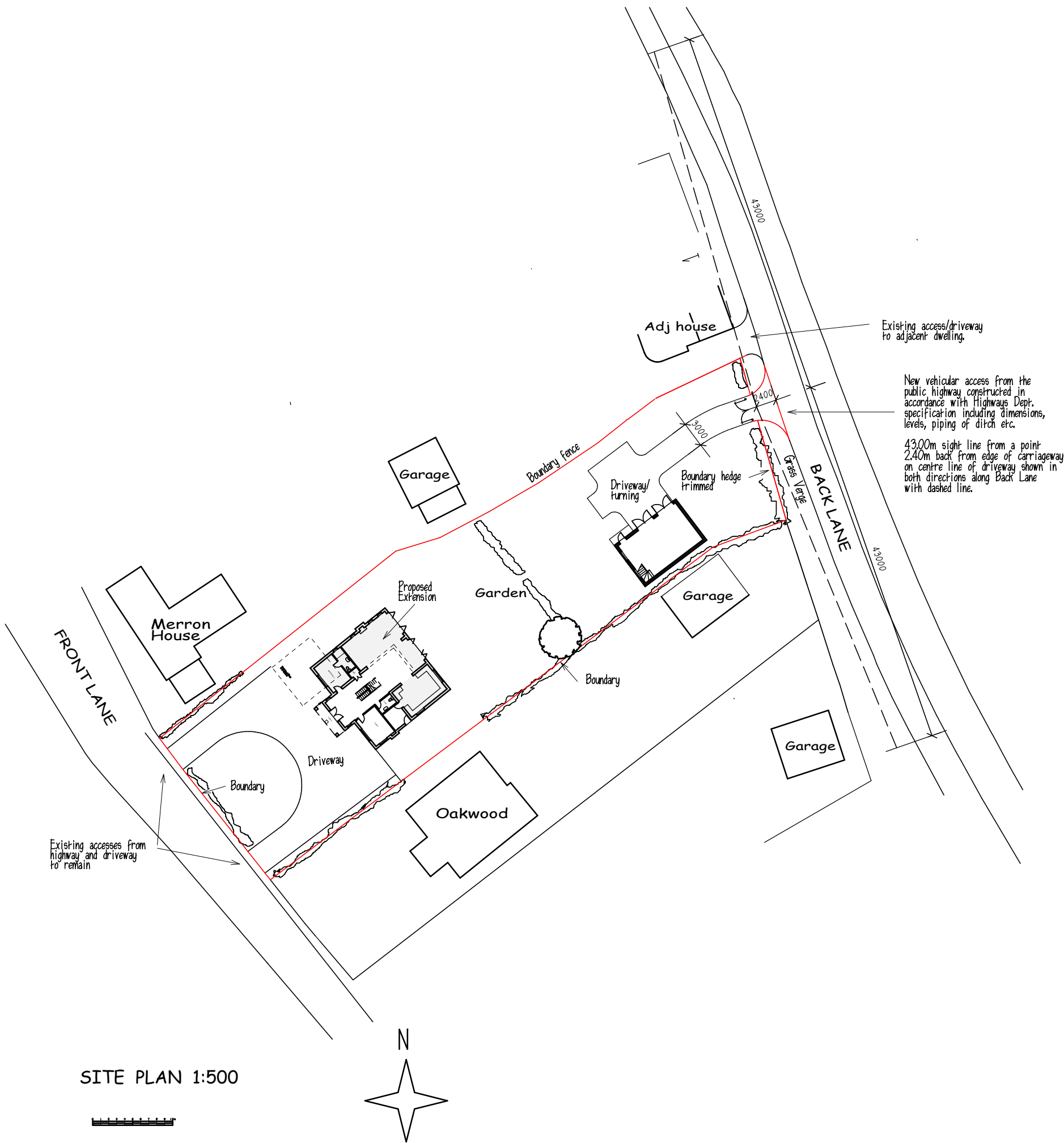
NE ELEVATION



FLOOR PLAN 1:50



SITE LOCATION PLAN 1:1250



SITE PLAN 1:500

D	23/08/18	Note re rooflights added Window shown to NE Elevation
C	16/07/18	Velux windows re-arranged.
B	13/07/18	2no velux windows omitted from Studio.
A	28/07/18	House Extension footprint reduced
	Date	Revision

P J ARCHITECTURAL SERVICES
58A PURTON ROAD
SWINDON
SN2 2LZ
TEL : 01793 535556
MOB : 0784 845 3455
E-mail : pj.p@btinternet.com

Client
MR & MRS L PRESTON

Project Title
DOWN ELMS HOUSE
FRONT LANE
BLUNSDON
SWINDON
SN26 7BS

Drawing Title
REVISED GARAGE/STUDIO
PLANS & ELEVATIONS
SITE & LOCATION PLANS

Scale(s)
1:50 1:100 & 1:500 @ A1

Date
08/05/2018

Drawn by
P

© copyright

Project / Drg.No.

B 3066 13 D



COMMITTEE REPORT

Item Number: 9
Application Number:
 S/HOU/18/0855/CHHO

Ward: Blunsdon And Highworth
Parish:
 Blunsdon

Proposal: Erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

Site Location: Down Elms House, Back Lane, Blunsdon

Case Officer: Miss Charlotte Hopkins (Contact Andy Brown: 01793 466286 | andybrown@swindon.gov.uk)

Agent:
 Mr Peter J Preston
 P J Architectural
 58A Purton Road
 Swindon
 SN2 2LZ

Applicant
 Mr & Mrs L Preston
 Down Elms House
 Back Lane
 Blunsdon
 Swindon
 SN26 7BJ

Officers Report

Background: This application has been brought before committee at the request of Blunsdon Parish Council following their agreement with concerns raised by neighbours and concerns that the proposal would be an over intensification of the plot, not in keeping with the surrounding properties and character of the area and that the proposed access for parking would create visibility and safety issues on Back Lane.

Summary of Recommendation:

1. That planning permission be **GRANTED** with conditions

The Proposal:

2. This application seeks full planning permission for the erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

The Site and Surroundings:

3. The application site is located within the Lower Blunsdon Conservation Area. The host dwelling is a detached two storey building constructed in red brick with a roman tiled roof. The dwelling dates from the late 20th Century and has an inverted L-shaped floor plan with a forward protruding gable. The existing property also has a detached gable fronted double

garage to the west (side) of the host dwelling. As existing, the property takes vehicular access from Front Lane. Back Lane runs to the rear of the property and neighbouring properties take vehicular access from this road.

Site History:

4. S/HOU/18/0185 - Erection of a detached garage, two storey side and rear extension and creation of vehicular access via Back Lane. WITHDRAWN following concerns from a design and conservation perspective.

Representations:

5. Neighbours:

Initial Consultation

Objections from Merron House, Oakwood, 1 Page Hay Cottages

- Proposals too large and not in keeping with surrounding area
- First Floor windows intrusive on multiple levels
- Overbearing scale
- Additional windows to rear look out over garden of Oakwood
- The additional driveway and parking space would enable more than 20 cars to be accommodated, and gives rise to a concern of large meetings taking place at the property on a regular basis. This would be intrusive for neighbours and increase traffic flow in the narrow lanes
- The side and especially the rear extension will overlook garden of 1 Page Hay Cottages affording no privacy and is totally overbearing.
- Length of garage has now increased to 9m in length - nearly the same as our house's frontage! Addition of velux windows facing boundary of 1 Page Hay Cottages - not quite sure why so many windows are necessary for a garage
- Location of driveway adjacent to driveway of 1 Page Hay Cottages creates a lay by for delivery drivers who park up their vehicles and go on foot to deliver items hence blocking only access.

Revised Consultation

Objections from Merron House, Oakwood, 1 Page Hay Cottages

- Overbearing impact and loss of privacy to Merron House. The front of the building will by design give access to clear and obtrusive views into our dining room, kitchen, bedroom en-suite, and main bathroom windows which in itself would be an incredibly uncomfortable situation. The side elevation will also allow viewable access to our main bedroom and kitchen.
- Proposal would create a property far in excess of adjoining properties and totally out of keeping with the style and size of houses in Lower Village. The building line to the rear would be well beyond adjoining properties, and thus overbear on those properties.
- Condition on Oakwood that wooden windows were to be used as opposed to PVC, which is material proposed in current application
- Concern that noise and traffic volumes resulting from regular religious gatherings at the property will become greater and more frequent if the rear access and extra parking is created.
- Loss of privacy
- Garage has increased in size and gained 6 velux windows - location of windows will

- cause overlooking and loss of privacy
- The traffic in Back Lane will obviously increase quite considerably due to the new vehicular access and car parking area.

6. Blunsdon Parish Council:

Initial Consultation

7th June 2018. Object. PC support all the residents` comments made in objection to this application. The PC also note that the new planned extension is bigger than the previous plan, which was withdrawn. The proposals would also be an over intensification of the plot, not in keeping with the surrounding properties and character of the area. In addition, the access for parking presents visibility and safety issues on Back Lane. In the event that the PC and Planning Officers opinion differ, the application should be determined at Planning Committee.

Revised Consultation

30th July 2018. Support. PC agreed to support as not aware of any Planning reason to object.

7th August 2018. Object. Comments made on the 30th July made in error. Reasons previously given for Parish objection still stand. In the event that the PC and Planning Officers opinion differ, the application should be determined at Planning Committee.

7. Conservation Officer:

Initial Consultation

There is no material change from the previous application which was withdrawn. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

Revised Consultation

The revised plans contain no material change from the previous application which was withdrawn or the current application which has now been further revised. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

8. Highways:

Initial and Revised Consultation

No highway objection, subject to conditions.

Planning Considerations:

9. Swindon Borough Council Local Plan 2026

- Policy SD1 Sustainable Development Principles
- Policy DE1 High Quality Design
- Policy EN10 Historic Environment and Heritage Assets
- Policy TR2 Transport and Development

Material Planning Considerations

- Residential Extensions and Alterations SPD (2011)
- Technical Guidance on Parking Standards (2007)
- Lower Blunsdon Conservation Area Appraisal and Management Plan (2006)

National Planning Policy Framework (2018)

Design:

10. Policy DE1 (High Quality Design) of the Swindon Borough Local Plan seeks to ensure that there is a high standard of design of any development which is also sympathetic to the local context and character. It also ensures access arrangements are suitable and neighbouring amenities are protected. Development should also be acceptable in terms of scale, mass, and sitting and have an acceptable appearance that would be compatible with, and protect the amenity of nearby land uses in terms of visual intrusion and privacy. In addition, Policy DE1 of the SBLP seeks to ensure that there is no material detracting of enjoyment of light and privacy to a neighbour dwelling.

11. The Residential Extensions and Alterations SPD (2011) ensures that any such development meets more detailed guidance on the criteria set out in Policy DE1. The proposed two storey side extension would be located to the north west of the host property, built partially on the footprint of the detached double garage which is to be demolished. The Residential Extensions and Alterations SPD (2011) notes two storey side extensions should extend no more than half the width of the principal elevation or equal the width of an existing front gable, ensure a minimum clearance of 75mm between the eaves of the extension and boundary and ensure the external side wall is parallel with the existing side wall of the dwelling. The width of the side extension has now been reduced to mirror the existing elevation to the south of the protruding gable. The proposed side extension would frame the protruding gable centrally and provide balance and symmetry to the principal elevation. Whilst the SPD guidance also refers to side extensions being set-down from the main ridge line and set-back at first floor level, in this instance it is not considered necessary to insist upon this as the host dwelling is a detached property as opposed to a semi-detached or terrace. The main purpose of the set-down and set-back is to prevent a terracing effect between properties, however in this instance, this impact would not arise. In design terms, the proposed two storey side extension is acceptable in accordance with Policy DE1 and the SPD.

12. At the rear, the proposal would extend 3.95 metres at first floor, extending no further than the depth of the existing protruding first floor gable at the rear. The proposal would form 3no. gable ends of equal size and proportion. This design has addressed the concerns raised in the withdrawn scheme in relation to the two smaller gables and one larger gable initially proposed which created an awkward and incongruous design. The depth at first floor has also been reduced, to be level with the existing first floor rear build line. The projecting gables would be subservient to the main ridge line in accordance with the SPD.

13. The proposed ground floor extension would project 5.95 metres from the original rear wall of the host dwelling. The Residential Extensions and Alterations SPD (2011) suggests a maximum recommended depth of 4 metres for single storey rear extension, however it also notes that in some cases the stipulated separation distances may not be sufficient and in other cases, more generous standards will be possible. Each application will be judged on a

case-by-case basis. The host dwelling occupies a large plot and it is not considered that the single storey rear extension would dominate the host building or plot, nor appear as visually overbearing to neighbouring properties.

14. Whilst the rear extensions in combination with the side extension represent significant additions to the host dwelling, the large plot size and separation distance from neighbouring properties combined with the sympathetic design means the proposed additions are acceptable in scale and design in accordance with Policy DE1 and the SPD. The proposal is not considered to unacceptably overbear on neighbouring properties. The proposal would be constructed in red-brown facing brickwork with dark brown interlocking roof tiles to match the existing property and dark brown UPVC wood grain effect windows, ensuring the extensions harmonise with the host.

15. The proposed detached garage/store would have a footprint of 6 metres x 9 metres with a dual pitched roof at a maximum ridge height of 5.6 metres. The garage would have storage space at first floor with access provided by an internal stair case. This stair case has been relocated internally following concerns raised by the Conservation Officer in relation to the proposed external stair case. The garage would be externally finished in dark stained horizontal timber boarding with a red/brown facing brick plinth wall and dark brown interlocking concrete pantiles to match the main house. The Residential Extensions and Alterations SPD suggests a maximum ridge height of 4.2 metres for detached outbuildings. Although the proposed garage height exceeds the maximum suggested height, there are examples of large garages of a similar height/scale at neighbouring properties including at Oakwood and The Elms directly to the south east of the host dwelling. It is not considered the garage would appear as an uncharacteristic addition within this location and the plot size is capable of supporting a garage of this scale without adverse impact to neighbouring properties. The garage therefore accords with Policy DE1.

Heritage Assets:

16. In determining any planning application, special attention shall be paid to the desirability of preserving listed buildings and preserving or enhancing the character or appearance of conservation areas as set out in sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. These duties are reflected in the National Planning Policy Framework (NPPF), paragraph 184-202, which sets out the government's policies on the historic environment requiring great weight to the assets conservation and in the case of less than substantial harm to significance, that should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy EN10 of the Swindon Borough Council Local Plan states Swindon Borough's historic environment shall be sustained and enhanced. Proposals for development affecting heritage assets shall conserve and, where appropriate enhance their significance and setting. Development within or which would affect the setting of the Borough's Conservation Areas will conserve those elements which contribute to their special character and appearance.

17. There are no listed buildings within the immediate vicinity of the application site with the nearest being 1-2 Fowlers Farm cottages located 50 metres to the north, beyond 3 other dwellings along Front Lane. Their setting will not be adversely affected (preserved). The Lower Blunsdon Conservation Area Appraisal Map identifies 1-2 Page Hay Cottages, The Elms, St Leonards Cottage and Odd Cott as key buildings of interest. Whilst being closer to this site, the scheme is not consider to adversely affect how they are experienced.

18. The application site falls within the Lower Blunsdon Conservation Area which is recognised as a designated heritage asset. The Lower Blunsdon Conservation Area appraisal categorises the settlement pattern as 'linear' and 'uncrowded' with building stock having a more traditional design and massing in order to fit in with the surrounding historic context. More recently there has been infill development between older dwellings, including Merron House to the west of the host dwelling and Oakwood to the east, as well as the host dwelling itself Down Elm House.

19. The Conservation Officer raises concern that the proposed additions remain oversized and excessive for this particular area. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

20. The Conservation Area appraisal notes how landscape setting is an important part of the special interest of the Lower Blunsdon Conservation Area. Views of surrounding land, especially looking south to the ridge, contribute significantly to the character of Lower Blunsdon. Elsewhere, wide gaps between buildings and views through, and out of, the area are important for the character of the village. It notes the most characterful views are looking from Front Lane and Back Lane southwards to the trees and houses on the hill.

21. As existing, the gable fronted double garage located to the west of the host dwelling partially obstructs views from Front Lane through to Back Lane and vice versa, however there are views through of significant trees beyond Front Lane when viewed from the rear garden and Back Lane. There is a gap between the host dwelling and Oakwood to the south east which provides views in and out of the site, however this is largely screened by trees and vegetation in the summer months. Otherwise, through views between Back Lane and Front Lane are obstructed by a combination of dense screening provided by mature hedging and trees. The proposed two storey side extension to a modern dwelling would be constructed partially on the footprint of the existing double garage which is to be demolished, extending 3 metres less than the width of the existing garage. Therefore the gap between the host dwelling and the boundary with Merron House would actually be increased and views of the significant trees located beyond Front Lane to the south would remain when viewed from the rear garden of the host dwelling and Back Lane. The gap between Down Elm House and Oakwood would remain and the view through it would not be obstructed. The character of the conservation area in respect of gaps between buildings and views through and out of the site as identified as a positive feature of the Blunsdon Conservation Area would therefore be preserved and is in accordance with Policy EN10 and the provisions of the NPPF. Considering the side extension would extend less than the width of the existing detached double garage and would also be sited further back in the plot than the existing garage in line with the principal elevation of the host dwelling, it could not be argued the existing 'linear' and 'uncrowded' building stock as identified in the Conservation Area Appraisal, would become distorted or crowded.

22. It is not considered that the extensions would create a dwelling which appears cramped on plot, nor would the extensions significantly erode the openness afforded by the current dwelling and plot arrangement. Considering the lengthy garden which creates a separation distance of 50 metres between the proposed rear extension and Back Lane, it is not considered the proposed extension would create a dwelling which appears unduly dominant when viewed from Back Lane. Furthermore, the proposed side extension visible from Front

Lane would extend less than the north west build line of the existing garage and would be aligned with the principal elevation of the host dwelling. Merron House and The Elms are sited much further forward than the build line of Down Elms House and Oakwood, therefore it could not be argued the extended building would impose on Front Lane or appear unduly dominant. The side extension would form a sympathetic addition and would not subsume the host dwelling. The proposal would also maintain the mature hedging along the front boundary which further reduces the visual impact of the extend dwelling when viewed Front Lane. Overall, the open and spacious rural character would remain and the proposal would not impose on the street scene, conserving the character of this part of the conservation area in accordance with Policy EN10 and the NPPF.

23. The proposed garage and driveway providing access from Back Lane would involve the removal of a section of hedge to accommodate the access. Although this loss of vegetation and introduction of hardstanding would have a negative impact on the character of the conservation area, reducing the rural ambiance, the harm is limited through the removal of only a section of the hedge and the turning head being located away from the boundary which allows some of the vegetated garden area to be retained when viewed from the rear.. The set-back of the garage from Back Lane and the siting of the garage with the gable facing towards Back Lane as opposed to the siting of the garage lengthways parallel to Back Lane, reduces the visual dominance of the structure. The harm to the conservation area is thus minimised and has limited adverse effect upon the character of the conservation area.

24. Special attention has been paid to the desirability of preserving and enhancing the character and appearance of the Lower Blunsdon Conservation Area and the setting of designated and non-designated heritage assets. The National Planning Policy Framework at paragraph 193 states that "great weight" should be given to a heritage assets conservation and, as advised at paragraph 196 even if the development leads to less than substantial harm to the significance of a designated heritage asset, that harm should be weighed against the public benefits of the proposal. It is acknowledged that the proposal would lead to less than substantial harm. The proposed scheme will cause less than substantial harm to the character and appearance of the conservation area and the setting of listed buildings and key buildings of interest. The main harm as a result of the development is to the aesthetic values of the host dwelling and the way the building and proposed garage is experienced in the conservation area. The development leads to less than substantial harm to the significance of the designated heritage assets and that harm should be weighed against the public benefits of the proposal as is required under paragraph 196 of the National Planning Policy Framework. The harm identified is at the low end of that scale and is in the context of an existing modern development. As a private family dwelling, although it is not considered that the development will deliver public derived benefit, the design of the scheme is appropriate and helps to minimise any harm.

25. Officers have considered and paid special attention to the preservation and enhancement of the character and appearance of the Conservation Area and the significance and setting of the surrounding designated and non-designated heritage assets. On balance, the impact is considered to be neutral from a conservation perspective and the character and appearance of the Lower Blunsdon Conservation Area is preserved in accordance with Policy EN10 and the provisions of the NPPF.

Amenity:

26. Policy DE1 requires neighbouring amenity is protected in respect of light, outlook,

privacy, noise, disturbance and smell. The Residential Extensions and Alterations SPD (2011) provides further guidance in this respect.

27. The Residential Extensions and Alterations SPD (2011) requires the 45 degree line to the quarter point of first floor habitable room windows is not obstructed at neighbouring properties to avoid material detracting of light to a neighbouring property. The proposal would not obstruct the 45 degree line to the first floor rear facing window at Oakwood to the east. As such, the proposal will not create unacceptable loss of light to this neighbour. By virtue of the separation distance of approximately 5 metres to the boundary with Oakwood, the proposal is not considered to have an overbearing impact on this property. The application proposes a first floor window in the south east side elevation of the host dwelling to serve an en-suite. As this window serves a non-habitable room, it is considered reasonable to condition that this window be obscurely glazed in order to protect the privacy of Oakwood.

28. The proposal would not obstruct the 45 degree line to the first floor bedroom window to the rear of Merron House in accordance with guidance set out in the SPD. As such, there will be no unacceptable loss of light to this habitable window. Although there are 2no. first floor windows on the south east side elevation of Merron House, these windows serve a bathroom and en-suite which are non-habitable rooms. As such, loss of light to these windows would not cause significant harm to neighbouring amenity. The proposed first floor windows on the north west side elevation can be conditioned to be obscurely glazed, as detailed on the plans, therefore safeguarding the privacy of Merron House. The occupiers/owners of Merron House have raised concern that the proposed first floor front bedroom window could facilitate overlooking with views into the dining room, kitchen, bedroom and en-suite and main bathroom at Merron House. By virtue of the oblique angle between the proposed first floor window and existing openings at Merron House, along with the separation distance between the properties, it is not considered the occupiers of the host dwelling would gain direct views into the windows at Merron House, therefore there would be no unacceptable overlooking or loss of privacy to this neighbour in accordance with Policy DE1 and the SPD.

29. The occupiers/owners at 1 Page Hay Cottages have raised concern in respect of the side and rear facing windows which would overlook the garden of Page Hay Cottages and afford no privacy. The proposed first floor side facing windows would be conditioned to be obscurely glazed, therefore protecting neighbouring privacy. The Residential Extensions and Alterations SPD (2011) sets out a minimum separation distance of 21 metres between the rear of one property and the rear of another. Whilst Page Hay Cottages are not located directly to the rear of the host dwelling, there would be a separation distance in excess of 40 metres between the rear of the dwellings, therefore at this distance the proposed rear extension windows would not create unacceptable overlooking in accordance with the guidance set out in the SPD. It is the area immediately to the rear of a dwelling house such as a patio area which is considered to be the most private and sensitive part of garden space and at a separation distance in excess of 40 metres, the proposed extension would not create significant harm to the most private area of garden space. It cannot therefore be concluded that unacceptable harm arises and the proposal therefore accords with Policy DE1 in this respect.

30. In relation to the proposed roof lights in the garage/store, revised plans have been submitted detailing the 3no. roof lights in the north west elevation will be obscurely glazed

and non-opening. A condition can be imposed to secure this. This will prevent overlooking to Page Hay Cottages and the associated garden, safeguarding neighbouring privacy in accordance with Policy DE1 and the SPD. The existing garage at the neighbouring property to the south, Oakwood, restricts the outlook from the proposed 3no. roof lights in the south east elevation and it is not therefore considered these 3no. roof lights cause unacceptable harm to the privacy of this neighbour. In order to provide outlook and natural ventilation, a window is proposed in the north east gable end facing Back Lane. The proposed insertion of this window causes no concerns with regards to overlooking or loss of privacy.

Highways:

31. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan states development shall be permitted where proposals provide access that is appropriate to the scale, type and location without detriment to highway safety and local amenity and where there is an existing safe and convenient pedestrian and cycle access or provision is made for such access.

32. The application proposes the creation of a new access to the rear of the property from Back Lane to serve the new detached garage. Highways Officers confirm the proposed access on drawing number B 3066 13 demonstrates sufficient visibility splays in accordance with MfS. Back Lane gives access to the neighbouring properties and would unlikely cause issues to the highway or area. The proposal accords with Policy TR2 in this respect.

33. Policy TR2 also requires parking provision including secure cycle and motorcycle parking should be provided in accordance with the Council's adopted Parking Standards. The site resides in sector 2 which creates a requirement of 3 spaces measuring 2.4 x 4.8 metres for a single family dwelling with 5+ bedrooms. The site has ample space for parking and turning facilities and as such accords with the Parking Standards and Policy TR2 in this respect.

Other Considerations:

34. Concern has been raised by neighbours that the proposed garage and extended car parking area would provide additional parking for large religious gatherings at the host dwelling causing noise and disturbance to neighbouring properties. However, this is speculation which cannot be taken into account in the determination of this planning application. The application does not propose a change of use and therefore the application has not been considered on this basis.

CIL:

35. The Council adopted a Community Infrastructure Levy (CIL Charging Schedule) on 26th March 2015 and became effective on 6th April 2015. All relevant planning applications determined on or after this date will be subject to the consideration of CIL. The floor space of the proposed extensions exceed 100sqm in area and therefore the development is CIL liable.

Concluding Comments:

36. Although the application proposes large additions to the host dwelling, by virtue of the sympathetic design, large plot size and relationship with neighbouring properties, it is considered the proposal is acceptable in design terms and would not create adverse harm to the character of the host property or conservation area, or to neighbouring amenity in accordance with Policy DE1 and Policy EN10. No adverse impacts to the highway network

or highway safety issues have been identified and thus the proposal also accords with Policy TR2.

Recommendation:

37. The planning permission be GRANTED with Conditions.

Conditions

1. This approval shall be in respect of drawings no. B 3066 01 A and Heritage Statement received by the Local Planning Authority on the 11th May 2018 and drawings no. B 3066 13 D, B 3066 20 A received by the Local Planning Authority on the 23rd August 2018.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

3. The development hereby permitted shall be constructed using external facing materials as detailed on the approved plans B 3066 13 D, B 3066 20 A. Such facing materials shall be retained thereafter in their approved form.

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

4. The proposed vehicular access shall not be brought into use until visibility splay lines have been provided in accordance with the submitted details, as shown on drawing numbered B 3066 13 D with the area in advance of the splay lines cleared of all obstructions to visibility between 0.6m and 2.1m above the adjoining carriageway and thereafter be similarly maintained.

Reason: To ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety

5. Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no B 3066 13 D with any gates situated at least 5m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway and with the area of driveway within at least 5m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed

6. The access hereby permitted shall not be brought into use until a properly constructed vehicle crossover has been constructed in a bound material across the verge fronting the site for the width of the access.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed

7. The proposed first floor windows in the south east and north west side elevations of the two storey side and two storey rear extension hereby permitted shall be obscurely glazed and top-opening only. These windows shall be permanently retained thereafter in this form.
Reason: In the interests of residential amenity.

8. The proposed rooflights in the north west elevation of the garage/store shall be obscurely glazed and non-opening. These windows shall be permanently retained thereafter in this form.
Reason: In the interests of residential amenity.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that Order, no windows other than those hereby approved shall be formed in the south east or north west side elevations at first floor level of the two storey side and two storey rear extensions hereby permitted.
Reason: In the interests of residential amenity

10. The proposed garage/store shall be used only for the accommodation of private motor vehicles and for purposes incidental to the use of the main dwellinghouse and no trade or business shall be carried on therein.
Reason: To safeguard the amenities of the area and to ensure adequate provision of parking.

Informatives

1. This development proposal constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before a development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. CIL would remain relevant in the event that planning permission were allowed by planning appeal.

2. In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of the proposed permanent vehicular crossing over highway land. The Applicant is required to obtain this approval before works commence and is therefore recommended to contact Swindon Borough Council's Street Works Management Department in this respect as soon as possible. The works will be under taken at the applicant's expense

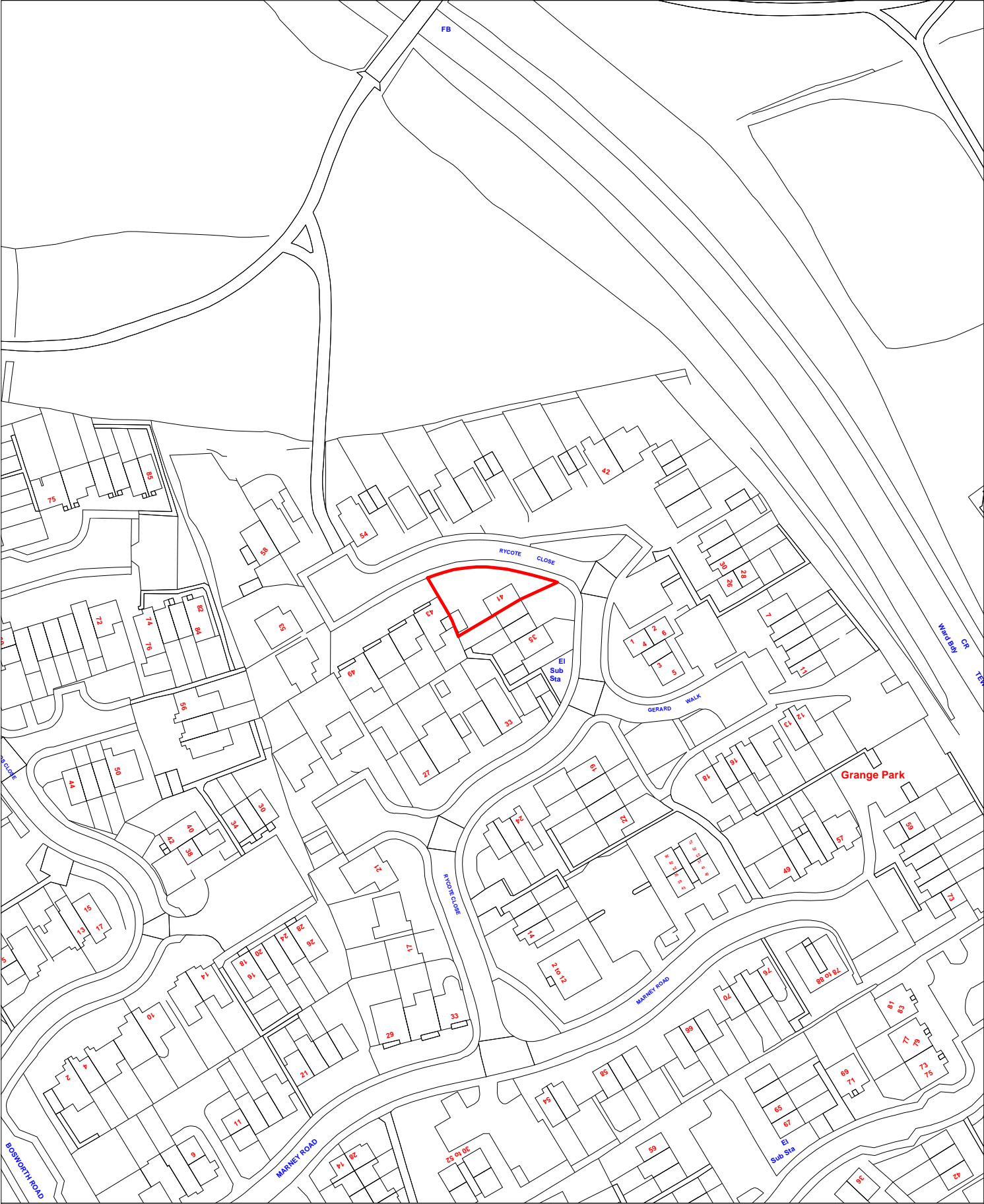
3. There is a risk that bats may occur at the development site. Many species of bat depend on buildings for roosting, with each having its own preferred type of roost. Most species roost in crevices such as under ridge tiles, behind roofing felt or in cavity walls and are therefore not often seen in the roof space. Bat roosts are protected all times by the Conservation of Habitats and Species Regulations 2010 (as amended) even when bats are

temporarily absent because, being creatures of habit, they usually return to the same roost site every year. Planning permission for development does not provide a defence against prosecution under this legislation or substitute for the need to obtain a bat licence if an offence is likely. If bats or evidence of bats is found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or to contact the Bat Advice Service on 0845 1300 228, email enquiries@bats.org.uk or visit the Bat Conservation Trust website.

End of Report

Erection of a two storey side extension.

41 Rycote Close Grange Park Swindon SN5 6AP

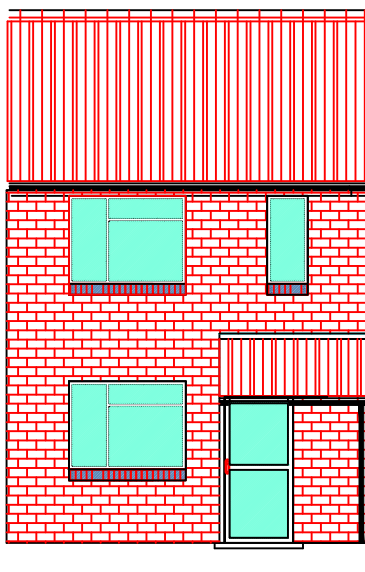
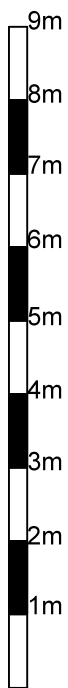


Erection of a two storey side extension.

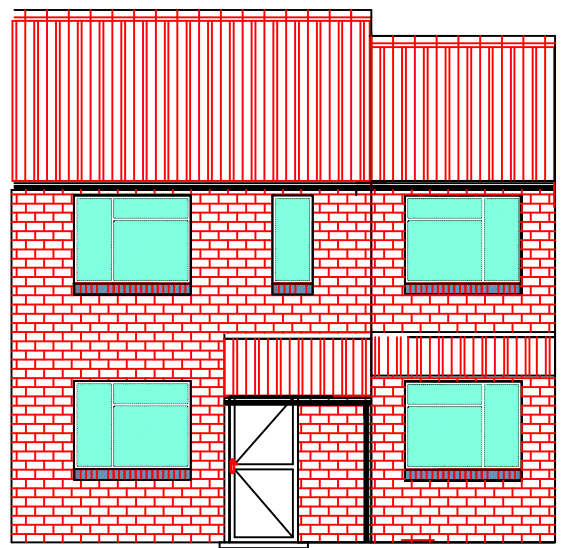
41 Rycote Close Grange Park Swindon SN5 6AP



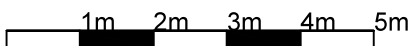
This Plan is for illustrative purposes only and is not intended to provide accurate representation of the development.
In all cases references should be made to the submitted plans.



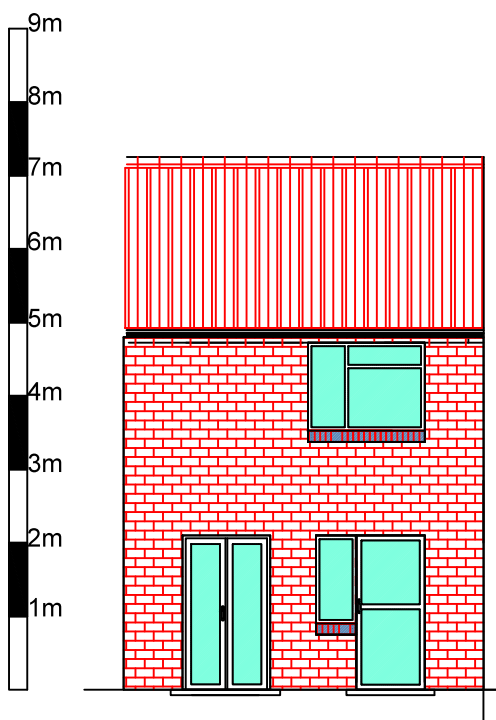
EXISTING FRONT ELEVATION(N.E)



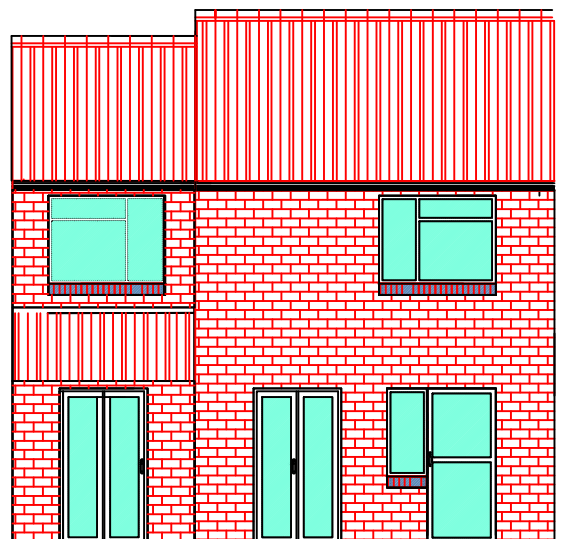
PROPOSED FRONT ELEVATION(N.E)



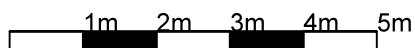
Title:Existing and Proposed Front Elevation	SIZE A4	FSCM NO.	DWG NO. 003	REV C
Project: 41 Rycote close, Grange Park, Swindon SN5 6AP	SCALE 1/100	Drawn: HASSAN KHALEGHI		



EXISTING REAR ELEVATION(S.W)



PROPOSED REAR ELEVATION(S.W)



Title:Existing and proposed Rear Elevation

SIZE
A4

FSCM NO.

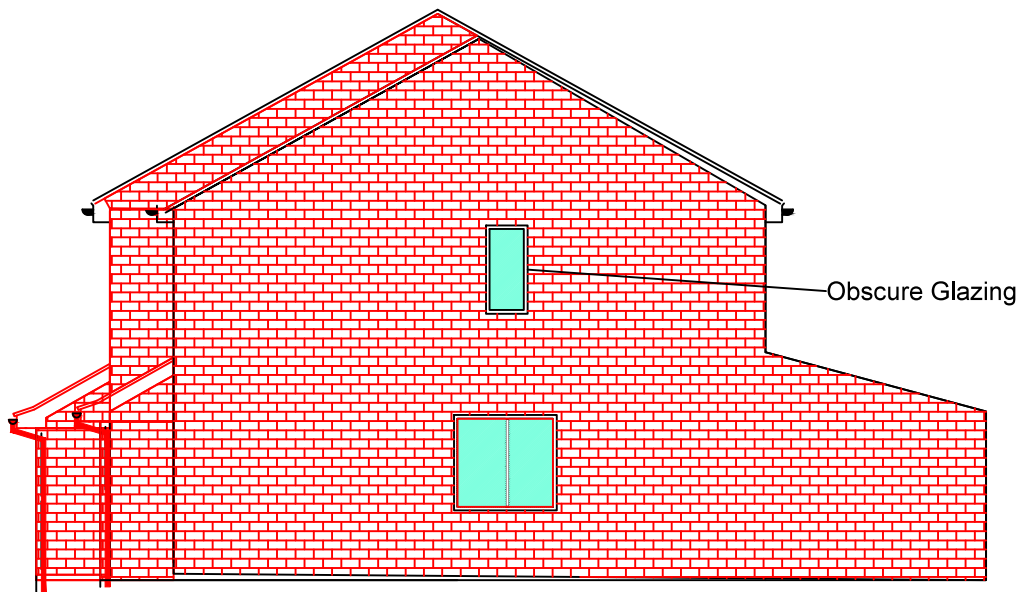
DWG NO. 004

REV
C

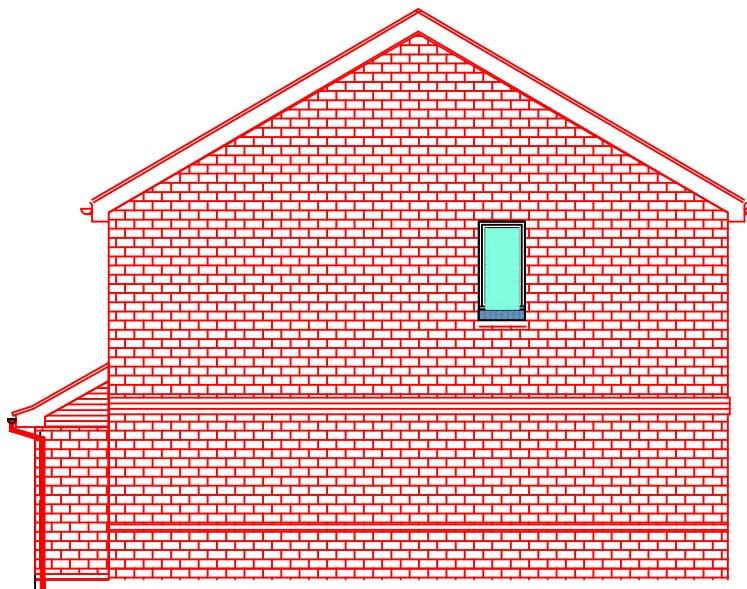
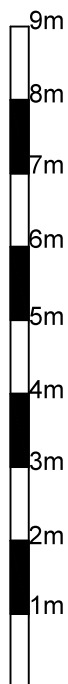
Project: 41 Rycote close, Grange Park, Swindon SN5 6AP

SCALE 1/100

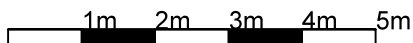
Drawn: HASSAN KHALEGHI



PROPOSED SIDE ELEVATION(N.W)

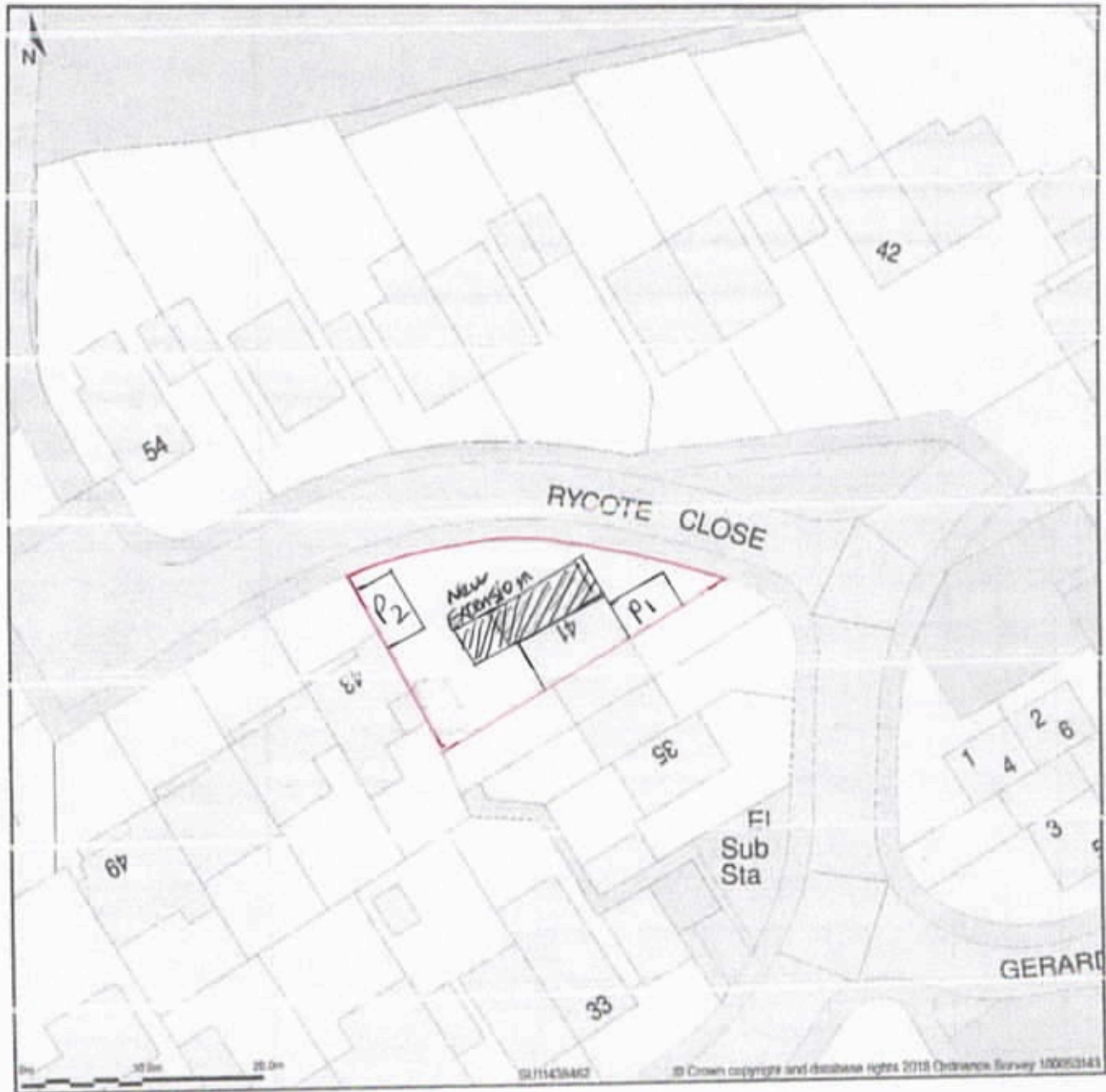


EXISTING SIDE ELEVATION(N.W)



Title:Existing and Proposed Side Elevation N.W	SIZE A4	FSCM NO.	DWG NO. 005	REV C
Project: 41 Rycote close, Grange Park, Swindon SN5 6AP	SCALE 1/100	Drawn: HASSAN KHALEGHI		

41. Rycote Close, Grange Park, Swindon, SN5 6AP



Block Plan shows area bounded by: 411399.47, 104577.17 411479.47, 104667.17 (at a scale of 1:500). OSGridRef: SU114358462. The representation of a road, track or path is no evidence of a right of way. This representation of boundaries is based on the Ordnance Survey data.

Produced on 20th Apr 2018 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2018. Supplied by www.buyaplan.co.uk a licensed Ordnance Survey partner (100052143). Unique plan reference: #00315385-013FA7

Ordnance Survey and the OS Symbol are registered trademarks of Ordnance Survey the national mapping agency of Great Britain. Buy A Plan logo, pdf design and the www.buyaplan.co.uk website are Copyright © Paul Lee Ltd 2013



COMMITTEE REPORT

Item Number: 10

Ward: Lydiard And Freshbrook

Application Number: S/HOU/18/0764/IH

Parish: West Swindon

Proposal: Erection of a two storey side extension.

Site Location: 41 Rycote Close, Grange Park, Swindon, SN5 6AP

Case Officer: Mr Ian Halsall (Contact Andy Brown, 01793 466286 | andybrown@swindon.gov.uk)

Agent:

Applicant

Mr Jalil Ansari
41 Rycote Close
Grange Park
Swindon
SN5 6AP

Officers Report

Background

i This application has been brought before committee at the request of Councillor Swinyard owing to neighbour concerns that there have been three unsuccessful applications to create an additional dwelling within the plot by erecting single two storey dwelling to the side of number 41 Rycote Close (references S/14/1531, S/15/0867 and S/15/1846). The last application was dismissed at appeal. However the applicant now seeks planning permission to extend the existing dwelling only. This proposal is smaller than the refused schemes and has been further amended since it was first submitted to bring it in line with the adopted extensions guidance.

Summary of Recommendation:

1 That planning permission be GRANTED with Conditions.

The Proposal:

2 This planning application seeks permission for the erection of a two storey side extension to an end of terrace property in the Grange Park area of West Swindon. This will include a single storey front lean-to element with the front wall running in line with the principal elevation and a rear single storey projection measuring 2.8 metres in depth at the rear of that side extension only.

The Site and Surroundings:

3 The application site is a corner plot forming a terrace of four dwellings. The property lies to the north west of a junction with Gerard Close with a continuation of Rycote Close into a cul-de-sac to the north and west and behind the site. The area comprises a mix of 1980s medium density residential properties comprising two storey linked terraces, detached dwellings and bungalows, the latter of which are to the north of the site.

4 The property currently comprises and enclosed rear and side garden which follows the back of the highway and curves around the corner of the plot and is currently treated with a close boarded fence. The house currently has one off street parking space at the side of the house accessed by means of an existing dropped kerb. There is an open front lawn in front of the existing house.

Representations:

Parish Council:

5 West Swindon Parish Council raises no objections.

Neighbours:

6 Three objections have been received, 48, 49 and 50 Rycote Close. The following planning issues have been raised:

- Limited space between the side of the house and back of highway to accommodate the extension;
- Close proximity to houses opposite with significant overlooking;
- The extension will make the street feel very overcrowded and result in a loss of light to nearby houses;
- The proposed scale of the extension is similar to the previously proposed dwelling which has been refused on three occasions and dismissed at appeal
- Very limited parking with vehicles parking on a blind corner which will be a risk to public safety

Policy:

7 Development Plan

- Swindon Borough Local Plan 2026 (2015)
 - Policy SD1 - Sustainable Development Principles
 - Policy DE1 - High Quality Design
 - Policy TR2 - Transport and Development

8 Material Planning Considerations

- National Planning Policy Framework (revised July 2018)
- Residential Extensions and Alterations Supplementary Planning Document (2011)
- Technical Standards on Parking Standards Development Control Guidance Note (2007)

Planning Considerations:

Design and Amenity

9 In accordance with the Council's adopted Residential Extensions and Alterations Supplementary Planning Document (SPD), residential side extensions must be subordinate in scale and appearance to their host dwelling. This should be achieved by extending no more than half the width of the principle elevation, ensuring that the external side wall is parallel with the existing side wall of the dwelling, that at two storeys there is a minimum 900mm set back at the first floor from the principle elevation and that the ridge height is below the existing ridge height and the eaves height is at or below the existing eaves. On corner plots such as this, extension should not extend beyond the building lines of properties on all adjacent roads.

10 The side extension will measure approximately 2.3 metres in width which is around half the width of the existing dwelling. This width and the window openings at ground and first floor level at the front and rear will be in proportion to the existing house. The side wall runs parallel with the existing house and does not project forward of the building line to the south west as is defined by 43 to 49 Rycote Close. The necessary set back and set down has also been achieved. The proposal is therefore in full compliance with the adopted SPD.

11 The side wall of the extension will be contained fully within the plot and will be some 16.5 metres from the front of the nearest directly facing property at number 50 Rycote Close. Whilst that property is a bungalow, it is slightly elevated and given the subordinate nature of the extension which is set down from the main roof ridge of the house, although the terrace in which it is attached has an undulating roof form, there will be no overshadowing or loss of light to neighbouring properties. The first floor window will serve a bathroom which will be obscurely glazed. A condition is imposed to ensure this and to prevent any further windows from being added under Permitted Development. The ground floor side window is at a suitable separation distance that it will not result in any loss of privacy to neighbouring properties, given that the boundary fence will remain in place. The single storey element of the side extension will extend into the rear garden by 2.8 metres. The depth will be in full accordance with the Council's guidance and will not cause any detriment to the host property.

12 Given that the extension now fully accords with the supplementary planning document, there is no conflict with Local Plan policy DE1. The development will represent good quality residential design, subject to a condition to ensure that the materials match that of the host dwelling and remaining terrace, and it will not generate any issues in amenity terms.

Parking

13 The initial proposal under this application included an integral garage as part of the side extension, however this has now been removed. In any case there would not be sufficient space to accommodate a parking space in front of that garage resulting in vehicles overhanging onto the highway. The Highway Officer initially expressed concern that as the extension will result in the formation of a four bedroom property within Parking Zone 2, the required 2no. parking spaces were no longer being provided. The application has been amended to demonstrate that the existing lawn area will be paved over to form a parking space, whilst a second space can be provided at the rear of the property. The hard paving of a garden, subject to it being permeable and formation of a new access of a non-classified road is permitted development and that is material. The granting of permission therefore is dependent upon the necessary number of parking spaces being provided in accordance

with the Council's existing parking standards and therefore a condition to this recommendation is attached in order that the development complies with policy TR2 and the parking standards.

Previous Proposals:

14 Whilst there have been three unsuccessful attempts to secure an attached dwelling on this site, the design and scale configurations differed from the proposal now under consideration for an extension. An independent dwelling, unlike this proposal in structural terms would have generated amenity issues particularly as it could not provide accommodation for two parking spaces in addition to the two required for the existing dwelling. This proposal is therefore materially different and the planning history is of no relevance to this proposal. However for the avoidance of doubt, and although planning permission would be required in its own right to convert the extension into a dwelling, a condition has been imposed to ensure that the extension remains an integral part of the existing dwelling. The addition now proposed is of a smaller width than previously proposed and could not reasonably lead to the sub-division of the property. In any event a condition is proposed to control this

Appeal Inspectors comments.

In dismissing the appeal, the inspector was of the opinion that the addition would not materially harm the outlook of the dwellings to the north-west of the site, would not be overbearing or cause inconvenience to other dwellings in the locality. He did however find that the contrived design of the addition of a larger extension to create another dwelling, would appear cramped and represent an overdevelopment that is out of character. The same criticisms could not be levied at this more modest and sympathetically designed proposal.

Concluding Comments:

In design, amenity and parking terms it is considered that the proposal is in full compliance with policy and associated guidance and has addressed the relevant concerns expressed by the appeal Inspector and therefore is recommended for approval subject to conditions.

Recommendation

That planning permission be **GRANTED** with Conditions

Conditions

Three Year Time Limit

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

Approved Drawings

2. This approval shall be in respect of the Location Plan, Block Plan and Existing Floor Plans (drawing 001 rev A) received on the 16th May 2018; revised Existing and Proposed Front Elevation (drawing number 003 rev C); revised Existing and Proposed Rear Elevation (drawing 004 rev C); revised Existing and Proposed Side (drawing 005 rev C) received on the 9th July 2018; revised Proposed Ground and First Floor Plan (drawing 002 rev B) received on the 16th July 2018; Site Plan with Parking received by the Local Planning Authority on the 9th August 2018.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

Materials to Match

3. The development hereby permitted shall be constructed using external facing materials that match and correspond with those of the existing buildings. Such facing materials shall be retained thereafter in their approved form.

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

Windows

4 The first floor window in the side north eastern elevation of the extension hereby approved shall comprise no glass other than obscure glass manufactured to a privacy level of 4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that Order, no windows other than those hereby approved shall be formed in the north eastern elevation.

Reason: In the interests of residential amenity.

Off Site Parking Provision

5. No part of the development hereby permitted shall be occupied until provision is made on site for the parking of 2no. vehicles that fully accord with the Council's parking standards. These shall be constructed with a porous material (not loose stone or gravel) or with provision made to direct run off water from the any hard surface to a permeable or porous area within the curtilage of the dwelling. Thereafter the areas shall be kept clear of obstruction and shall not be used for any purpose other than the parking of vehicles in connection with the dwellinghouse.

Reason: To ensure that satisfactory provision is made for vehicles to be parked off the highway at all times and in the interests of highway safety.

Stopping-up Existing Dropped Kerb

6. Prior to the occupation of the development hereby permitted, the existing dropped kerb serving the existing parking space of 41 Rycote Close shall be removed and the footway made good in accordance with details that have first been submitted to and approved in writing by the local planning authority

Reason: In the interests of highway safety.

No Separate Residential Use

7. The development hereby permitted shall not be occupied at any time other than as part of

the residential use of the original dwellinghouse and not as an independent residential unit.
Reason: The site is unsuitable to accommodate an additional residential unit.

Informatives

1. CIL Liable Development: This development constitutes Community Infrastructure Levy (CIL) liable development. CIL is a mandatory financial charge on development. For more information on CIL visit www.swindon.gov.uk/cil or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Information on possible exemptions that may be capable of being applied for can be found at:

https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy and <https://www.gov.uk/guidance/community-infrastructure-levy>. CIL remains relevant in the event that planning permission is allowed by Planning Appeal.

2. There is a risk that bats may occur at the development site. Many species of bat depend on buildings for roosting, with each having its own preferred type of roost. Most species roost in crevices such as under ridge tiles, behind roofing felt or in cavity walls and are therefore not often seen in the roof space. Bat roosts are protected all times by the Conservation of Habitats and Species Regulations 2010 (as amended) even when bats are temporarily absent because, being creatures of habit, they usually return to the same roost site every year. Planning permission for development does not provide a defence against prosecution under this legislation or substitute for the need to obtain a bat licence if an offence is likely. If bats or evidence of bats is found during the works, the applicant is advised to stop work and follow advice from an independent ecologist or to contact the Bat Advice Service on 0845 1300 228, email enquiries@bats.org.uk or visit the Bat Conservation Trust website.

3 In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of the proposed permanent vehicular crossing over highway land. The Applicant is required to obtain this approval **before works commence** and is therefore recommended to contact Swindon Borough Council's Street Works Management Department in this respect as soon as possible. The works will be under taken at the applicant's expense.

End of Report