



COMMITTEE REPORT

Item Number:

Application Number: S/18/0719/HC

Ward: Blunsdon And Highworth

Parish:
Blunsdon

Proposal: Demolition of existing workshop and erection of 2 semi-detached dwellings and associated works.

Site Location: Land To Rear of Cobley House, Broad Bush, Blunsdon

Case Officer: Miss Heather Carlisle

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Applicant

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SN26 7DH

Officers Report

Background:

i The application has been called into Planning Committee by Blunsdon Parish Council as they consider the properties are too close together, it would be an over intensification of plot, it is a greenfield site, outside settlement boundary and close to the area of non-coalescence.

ii Revisions and a change of description to the application have been consulted on during the application process. The application description has altered from 2 detached dwellings to a pair of semi-detached properties.

Summary of Recommendation:

1 That planning permission be **GRANTED**

The Proposal:

2 The proposal seeks full planning permission for the demolition of an existing workshop and the erection of a 2no. semi-detached dwellings within the residential curtilage to the rear of the existing dwelling at Cobley House. The existing dwelling will retain a good sized garden and an additional parking area is being proposed by providing additional hard surfacing.

The Site and Surroundings:

3 The application site is currently on an area of brownfield land occupied mostly by a large commercial workshop and store. The site is accessed from the B4019 via an existing entrance and tarmac drive. The rest of the site is currently laid to grass as well as providing vehicular access to a large paddock which is located to the rear to the south-east. The site currently occupies a semi-rural setting and is adjacent to residential dwellings to the west and east, on a row of ribbon development to the south to the B4019. Land to the south of the site is open countryside.

4 The application site is within easy walking distance of other local services and facilities, the local primary school and has access to bus services serving both Swindon and the surrounding area. The surrounding area (to the south of the B4019) is primarily residential in nature and comprises a variety of detached dwellings of differing ages and styles, which are generally set towards the front of relatively generous plots. However, there is also a significant amount of development on land to the rear of the road frontage, although much of this is not apparent from the streetscene, as the land falls away.

5 It is also located within an area of non-coalescence between Broad Blunsdon and the Kingsdown strategic allocation as shown indicatively on the Policies Map and a public footpath runs along the south western boundary of the site. The workshop is to be demolished and was previously in use as a base for a market garden business. Albeit this use is historic.

Representations:

Neighbours:

Objections/impartial observations from:

Malabar, Broadbush, Blunsdon:

Brockways, Broadbush, Blunsdon

64 Sams Lane, Blunsdon

9 Churchway, Blunsdon

10 Folkestone Road: on behalf of The Ramblers Swindon & North East Wiltshire Group.

Eastlyn, Broad Bush, Blunsdon

6 The comments below have been received and include comments for the revisions to the scheme which amended the drawings to alter the design, siting and design and description of development amended:

7 The new boundary fence would extend beyond the footprint of the existing workshop into the public footpath, significantly reducing the width of the footpath. The current public right of way boundary to the south of proposed development comes up level with the rear wall of the building to be demolished. However the new boundary has been drawn 6-8 feet behind the current effective boundary which would not seem to be correct.

8 Parking spaces located close to septic tank, protection of pipe work. Concerned about construction tracking, queuing, pedestrian safety for Eastlyn, drive capable of withstanding the weight of construction lorries.

Objection from: **Malabar**

The site is Greenfield, not Brownfield

- The existing building is a barn/shed and is a temporary wooden construction.
- The shed is used mainly for agricultural purposes. Historically the land was Market garden use, and barn was a store for associated produce and equipment.
- More recently, the barn and surrounding land has been used for agricultural purposes and tractor housing/parking.
- Whilst the tractor does not seem to have been parked here for the last few months, it still visits fairly frequently to re-fuel on Diesel.
- There is not, nor has been any known commercial use. The parking of some liveried vehicles is a façade, i.e. past 6 months only and are not connected to business commercial activity. The sudden appearance of 2 liveried vehicles seems to be an attempt to imply commercial / business activities.
- It does not seem that there are any properties or premises along Broadbush applying Business Rates. This either suggests that there has not been any Commercial Business use, or the business use is considered agricultural or farming, thus implying exemption from Business Rates.
- For the SN26 postcode there are currently 35 businesses listed under <https://www.tax.service.gov.uk/business-rates-find> . None of these businesses appear to relate to business or commercial activity at Cobley House.
- The Proposed developments extend beyond the Housing Line - The houses extend well beyond the housing line – some of the buildings cited in the plans in red are not houses, but are garden buildings – sheds and outbuildings, and so are not part of the existing housing line.
- Non-Coalescence - The proposed development breaches the area of non-coalescence for Broadbush and Blunsdon. And if they are approved, could well set a precedent for others to develop beyond the housing line and further breach / in-fill the area of non-coalescence.

Pedestrian & Vehicle Access, Roads, and Rights of Way - Close proximity to Eastlyn – Hazardous and safety implications

- Access to the site would be off the main road – B4019 – onto a shared driveway.
 - Whilst wide enough for single lane cars and large vehicles, including tractors, it is not a straight line, with a dog-leg at the gateway, and may pose a challenge for large vehicles when turning, especially those that are long, or have trailers.
 - The driveway, which is a shared driveway, immediately borders another residential property – Eastlyn. The driveway runs immediately alongside the Eastlyn, right passed the kitchen window, and right alongside the kitchen/back door, which opens right up onto the drive, down several steps.
 - There is no gateway, pathway or boundary.
 - Similarly the garden gate opens directly onto this driveway.
- This does not seem particularly safe for increased volumes of traffic generated by increased households with multiple vehicle ownership. And particularly unsafe for lorries, construction traffic etc. Elderly family members and young children are frequent visitors, so this would be particularly hazardous.
- The gateway entrance to the proposed development area is partway down the drive, at an angle, and with the adjoining house (Eastlyn) could potentially pose difficult/awkward access with having little turning room or room to manoeuvre.

- Noxious fumes emitted by multiple vehicles, perhaps often stopping or trying to turn / manoeuvre through the gate or waiting for gateway to be opened or right of way will emit fumes/noxious fumes right into Eastlyn – and into the kitchen area where food is prepared.
- The repeated weight of increased volumes of heavy traffic, including lorries/construction traffic could undermine the foundations/brickwork of adjoining properties, particularly Eastlyn as the shared driveway runs alongside the entire side of the house.
- Both during construction, and even once completed, the proposed dwellings will increase the amount of traffic by at least 4 cars on a regular basis, plus service/delivery vehicles etc. This is only a small single lane width driveway, going right passed the residential dwelling Eastlyn, and there is no room, space that allows for 2-way traffic. Again, not only would this be hazardous, but it would also have the potential to cause traffic blockages onto Broadbush, right on the junction with Sam's Lane. This has already been experienced with current household and service delivery vehicles.
- This is a private, single carriage driveway, and does not already support commercial vehicles as the plans suggest. There are no businesses underway. The only additional vehicles other than family vehicles is tractors early morning and end of the day. These, we are to understand, will continue, even once the dwellings are constructed.

Excessively close to foot path running along South West boundary

- There is also a public footpath that runs alongside the South West of the proposed development/s. The proposed developments are far too close to the footpath, even once built.
- Although it recognised that disturbance during construction cannot be cited as an objection, something that poses a safety risk should be considered – especially if not recognised, or considered, or ignored in the plans submitted
- During construction there is not sufficient room for digging, preparations of foundations, let alone scaffolding. Again, building work so close to a public right of way / footpath is very hazardous and a potential risk to life.

Boundary and Footprint discrepancy

- Even once construction completed, the back wall of both houses and additional external fencing will significantly breach the footpath, though the plans do not state what the distance from rear of house to the fence line would be. It looks impossible to have the back wall and the fence both on the original footprint of the barn.

Conflict in the Block Plans submitted

- Cannot follow line of fencing at Eastlyn under site section 06 and block plan 02 which indicates a dog-leg. If the trajectory of the fence line at Eastlyn is followed, the line will continue right into the ditch on the opposite side of the footpath.

Waste Storage and Collection

- Given that the intended use of both semi-detached properties, is for occupation by family members of the Cobley House Household, the current practice of waste disposal by this household of burning household, garden and agricultural machine waste, engine oils, tyres, diesel, creosote and other toxic waste would have to be improved upon / stopped.

Please refer to evidence and examples in the previous set of comments / objections.

Foul Sewage

- Although the comment is that there are no proposals to connect to the existing drainage system, the plans do not state how else.
- Given that many of the households along this part of Broadbush are not connected to mains sewage, there is no indication on the plans of any foul water / sewage management or whereabouts of septic tank siting.
- It is unlikely that the existing septic tank would support 2 more, large 4 bedroomed residential households, and so it is not clear how the additional extra foul sewage would be managed and where it would be stored if additional tank/s are required.

Biodiversity & Geological Conservation

Much wildlife and protected / priority species exist on the site and will be adversely affected and irrevocably disturbed.

This includes

- Hedgehogs use the barn, surrounding area, footpath and hedgerow for forage and hibernation.
- Slow worms also frequent the area. – Photographic evidence has been provided.
- Bats have been observed coming out of the barn and photographic / video evidence has been previously provided. I understand that surveys / “desk surveys” have been carried out that have not revealed any evidence, but nevertheless they are most definitely in the barn area. Please note - it was I who spoke with Mike Dean and I stated that Bats had been seen flying out of the barn, so I am not sure why he wrote in section 2.3 that “Local residents provided responses stating that bats had been observed flying around, and possibly into, the workshop within the site.”
- Many species of Butterflies, many unusual /uncommon species, indigenous as well as migrants.
- Many species of Birds, many unusual /uncommon species – such as Turtle Doves, stock doves, Siskins, Redpolls, as well as lesser seen such as Bull Finches, Green woodpeckers, Nuthatches, spotted flycatchers, Tawny Owls and Barn Owls, Greenfinches - which are in rapid decline so need all the help and preservation possible,
- Also, other wildlife have been observed, such as Foxes, badgers, Deer, partridges, pheasants, weasels/stoats.
- There is a conflict in the protected species plan: The rubble / waste building materials observed and recommended to be removed outside hibernation period (typically any time from October to March/April), but the plan also recommends that the demolition of the workshop and any vegetation clearance works should therefore be timed to take place outside of the main bird nesting season (generally 1st March to 31st August), ie between September and February inclusive. - Basically, only September is a possibility it seems – Is that what is being stated ??

- For Slow worms (Slow-worms are protected under the Wildlife and Countryside Act 1981. It is an offence to kill, harm or injure them sell or trade them in any way) the mitigation suggested in the plan is inadequate. It should also state the need to allow enough time to capture and release the reptiles, and build this into the development plans. (large populations, this can take up to 3 years, capturing between March and September, for small populations, allowing 1 year) is usually enough. (From HM Govts Protected Sites & Species Guidance)
- The suggestion of a reptile hibernation site is too far from the existing site, and certainly would be damaging and obstructing the traversing of slow worms in the footpath vicinity and in Brockways.

Tree and Hedges

- Despite the claim that there are no trees or hedges, there most definitely are a rich variety of mature and established trees and hedgerows which harbour and foster a rich variety of flora and fauna.
- There is a key and significant hedgerow that borders the public foot path to the south west of the proposed dwellings, and any type of development will severely and adversely impact the hedgerow, both during the construction phases, but also once the dwellings are established, will severely deprive the hedgerow of light, sunlight and natural elements – eg wind, rain etc. which will inevitably leading to its demise.
- The image below on the left and running across to the right hand side, shows the main hedgerow that is alongside the footpath and will be compromised by the development :
- Losing the hedgerow will surely lead to the loss of much wildlife - which will be irrecoverable. Man-made structures, bird boxes, re-planting etc. will not be able to replicate nature, and cannot replace established habitats and cannot replenish hard to find wildlife food sources.

Hazardous Substances

- There is a large tank housed alongside the fence bordering the footpath, that is believed to store red diesel for agricultural purposes, and the tractor returns frequently to re-fuel. This tank is very close to the neighbouring garden of Eastlyn, and does not appear to have any safety practices and precautions in place.
- It is also not clear from the plans whether there are any proposals to keep the diesel tank as it is, or make it safe, or dispose of it – and if so how. The tank is sited on the area for proposed development, so would need to be considered.
- It is suspected that there is also contamination from toxic waste products at the corner of the barn, from diesel and various waste oils from servicing of various vehicles, cars and agricultural machinery. (Has been witnessed)

Light pollution

- A significant number of windows 12 + 2 doors , with lighting from inside flooding neighbourhood and gardens.
- There is also the possibility of external security /flood lighting also flooding neighbouring properties, gardens.
- Possibility of destroying habitat to light averse bats. - Night-light pollution means bats go hungry

Significant Loss of Privacy

- The proposed developments will significantly overlook neighbouring properties, particularly Brockways, and privacy will be compromised.
- 12 windows on the rear plus 2 doors on the back.
- This will look directly into the neighbouring properties, some of which have full length bedroom windows/doors.
- Particularly during construction, people/workmen will be able to look straight into our (Malabar's) clear glass bathroom window.

Visual Appraisal

- The site can be seen from multiple directions – as included in the plans, but also from the main Highworth to Swindon road - B4019. For some reason, these were not included in the plans submitted. See photos below.
- The height of both dwellings, particularly proposed dwelling 1 are significantly higher than the existing barn – thus making it more visible both from neighbouring properties, and also from the footpath and from various points on the B4019 running along Broadbush and Sams lane Junction.
- the increased height of 2 buildings along with additional lighting at night will make it very visible
- Can be seen clearly here from the kerbside opposite Eastlyn, and at the roadside by the footpath
- And even more obviously here coming up Sam's lane and on the Junction of Sam's lane :
- Our Privacy from the bathroom window of Malabar will be significantly impacted as can be seen from the following photo.
- Due to limited light as the upstairs is in the roofspace, the window is clear glass. So, any dwellings, particularly upstairs will be able to look into the bathroom. This lack of privacy will be considerably worsened during construction with scaffolders and workman at high levels.

Other Considerations :

- Supply of services – what are the proposals for the supply of services such as gas, and electricity etc ? Will there be any poles, cabling etc, and which poles etc will the supply be expected to come from – that is not clear. There is a "D" pole on the hedge-line to the south west of the proposed development , bordering Brockways, so both the hedge and pole should not be disturbed or damaged in any way.

Measurements -

- There is no indication of dimensions in the plans of the distance of the dwellings from the footpath, or from neighbouring properties. The straight line indicated on the map of the footpath is incorrect. If the houses are build where indicated on the south west side, the footpath would be non-existent and end up in the ditch/hedge line.
- There is also no indication of height of the properties. The proposals are for 2-storey developments with pitched roofs, which are clearly higher than the existing single-storey barn.
- These developments will exceed the existing footprint in terms of height .
- Extending beyond the Housing Line - The houses extend well beyond the housing line – some of the buildings cited in the plans are garden buildings – sheds and outbuildings, and so are not part of the existing housing line.

- Non-Coalescence - The proposed development breaches the area of non-coalescence for Broadbush and Blunsdon. And if they are approved, could well set a precedent for others to develop beyond the housing line and further breach the area of non-coalescence.
- Light Survey - Please can we recommend that a light survey is carried out on Light Survey
- Cons v Pros - Damage to environment and neighbouring properties outweighs the benefits for just 2 dwellings

Revised drawing: Objection from: Malabar

The houses extend well beyond the housing line – some of the buildings cited in the plans in red are not dwellings / houses, but are temporary / garden buildings – sheds and outbuildings, and so are not part of the existing housing line.

Boundary and Footprint discrepancy

- There is no clear outline where any external fencing will be positioned. Given the revised plans, even only shifting 1m north, any perimeter fencing will have to significantly breach the footpath. The plans do not state what the distance from rear of house to the fence line would be, but from the indications on the revised block plans, giving a reasonable distance from the back wall of the houses and a perimeter fence, it seems as though the boundary, including the fence-line would still significantly breach the footpath, although not indicated on the plan.
- Revised plans will mean that where the developments moves North East – they will be even more visible from the main road, and the junction of the B4019 and “Sams Lane” . Also, with the addition of an extra storey, the increased height will make it even more visible from many angles along the roadside, kerb, and footpaths.

Visual Appraisal

- Moving of the development 1m North East will make it even more visible and prominent from the road at B4019, and the footpaths. And even more obviously here coming up Sam's lane and on the Junction of Sam's lane

Parish Council: Blunsdon Parish Council: Objection. The properties are too close together, it would be an over intensification of plot, it is a greenfield site, outside settlement boundary and close to the area of non-coalescence. Following the submission of revised drawings, the Parish maintain their objection, however note the revised application does not resolve or mitigate any of these issues, although the PC notes the Footpath is now less compromised.

Ward members: No representation received

Forward Plans: Although the site is outside the settlement boundary, because of the provisions of paragraph 11 of the NPPF (2018), this is not sufficient to raise a policy objection.

Contaminated Land Officer: No objection subject to a suitably worded condition.

Rights of Way Officer: No objection following submission of a revised drawing

Local Highway Officer: No objection in principle to the access

Ecology: No objection subject to appropriately worded conditions

Archaeology: No objection to the proposed development.

Landscape: Objection to two detached dwelling, would not object to a single dwelling. Impact on PROW (Public Right of Way) is important.

Planning Considerations:

10 In accordance with the National Policy Framework (NPPF) 2018 and the Swindon Borough Local Plan 2026, the main issues in this case are as follows:

- a) The principle of development as assessed against the sustainable development strategy in the Swindon Local Plan 2026
- b) The traffic and transport issues associated with development including the Public Right of Way adjacent to the site
- c) Other matters, design/layout the impact upon the character of the area and host property, residential amenity
- d) Other issues raised within the representations received will also be addressed.

Planning Policy:

National Planning Policy Framework (NPPF)

11 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.

12 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'.

The Swindon Borough Local Plan 2026 (SBLP)

13 Swindon Local Plan 2026 was adopted on 26th March 2015. The following adopted Swindon Local Plan 2026 policies are considered to apply and the degree of their weight in determining this application is discussed in the reasoning below.

- DE1 (*High Quality Design*) seeks high standards of design for all types of development
- HA1 (*Mix, Types and Density*); seeks a variety of densities, house types and sizes within larger developments whilst ensuring that they respect the character of the area;
- 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
- TR2 (*Transport and Development*); seeks to ensure development is located/designed to encourage the use of sustainable transport modes and provide access that is appropriate
- SD2 (*The Sustainable Development Strategy*); aims to meet Swindon's development needs whilst protecting the Borough's most important assets.
- EN4 (*Biodiversity and Geodiversity*); seeks to ensure development does not have a negative impact upon such

- Policy EN1 (Green Infrastructure Network)
- EN3 (Open Space) seeks all development to provide or contribute towards public open space
- EN5 (Landscape Character and Historical Landscape) seeks development proposals to take account of their natural surroundings
- NC5 (Kingsdown East of A419) which states that the character and identity of Broad Blunsdon including Broadbush shall be protected by a principle of non-coalescence, and land between the strategic site and the village shall remain part of the countryside.
- IN1 (Infrastructure Provision)

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

15 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

16 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.

17 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.

18 The proposed development does not fall into any of the categories in which development is permitted in the countryside by the Local Plan and therefore the principle of development is in conflict with the Local Plan. The site falls within the Indicative Non-Coalescence Area between Kingsdown and Broad Blunsdon. Policy NC5 states that (*part f*):

'the character and identity of Broad Blunsdon, including Broadbush will be protected by a principle of non-coalescence between the settlements. [...] The land between the Kingsdown development and the village shall remain part of the countryside. However, small scale development within this area, as defined on the policies map, will be permitted where it retains or enhances the existing character of the countryside and:

- *involves the re-use, conversion or extension of existing buildings at a scale appropriate to their location, in accordance with the criteria specified in Policy DE1 or*
- *is an essential requirement directly related to the economic or social needs of the rural community.'*

19 Whilst the proposed development does not meet the above criteria, the principle of Non-Coalescence seeks to maintain the separate identity of Blunsdon from the Kingsdown development. The proposed development is for two (semi detached) dwellings located within the curtilage of the existing residential dwelling at Cobley House, and it is the view of the Local Planning Authority this would not significantly harm the separate identity of Broad Blunsdon as specified in Policy NC5.

20 At the recent planning inquiry for housing on Land at Hill Cottage, Blunsdon in July and September this year the Council outlined its housing land supply position at 2.7 years. The Council therefore 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.

21 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.

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

23 The lack of a demonstrable 5-year housing supply is not in itself a reason for approval and the proposal has to be assessed against the policies within the NPPF taken as a whole.

24 In relation to residential development in the countryside, the NPPF, paragraph 78 states to promote sustainable development in the countryside housing should be located where it will enhance or maintain the vitality of rural communities, for example where there are groups of smaller settlements.

25 The proposed development site is located on the periphery of Blunsdon, to the rear of a row of residential dwellings, and opposite an area of residential development to north of the B4019, therefore the development cannot be considered as isolated. The proposal is located within walking distance of Blunsdon High Street in which there are a number of services and facilities to support the proposal. It also in proximity to a primary school, within a 10 minute walking distance. However, officers acknowledge the proposal is for only two dwellings so it does not contribute significantly, to helping rural communities to thrive or to supporting facilities in rural areas.

26 The accompanying Planning, Design and Access Statement argues that the proposal is on previously developed or brownfield land. A High Court decision in 2016 (Dartford Borough Council v Secretary of State for Communities & Local Government, ref CO/4129/2015) held that only residential gardens within the "built-up area" were exempt from the definition of previously developed land within Annex 2 of the NPPF whereas, residential gardens outside "built up areas" were "brownfield".

Design, Layout and Character:

27 Swindon Local Plan policy DE1 states that high standards of design will be required for all types of development. The adopted Swindon Residential Design Guide (SRDG) also

requires high design standards as well as offered guidance on layout, context and character amongst other factors.

28 Whilst the design approach is an attempt to give an 'agricultural appearance' to the dwellings utilising timber cladding, the development does make an attempt to harmonise with the character of the area which is rural and reducing any urbanising effect. Policy DE1 of the adopted SBLP requires consideration of context and character to be given when considering design. The development is considered to be in context and character and sympathetic to local character therefore in accordance with Policy DE1 of the adopted SBLP and paragraph 127 of the NPPF respectively. Similarly the adopted Swindon Residential Design Guide requires that consideration be given to context and character in assessing the acceptableness of a development as well as requiring its use and form to be respectful. In this case the proposal would respect the context it is located in.

29 The NPPF sets out a number of core planning principles that should underpin both plan making and decision taking. One of the principles states in part, that planning should, "Always seek to secure high quality design". Policy DE1 (High Quality Design) of the Local Plan provides a number of design principles that proposals will be assessed against, including but not limited to, the principle of context and character. Policy DE1 (High Quality Design) strives for high standards of design, outlining the design principles against which proposals will be assessed. These include context and character, layout, form and function, and amenity.

30 Local Plan Policy HA1 (Mix, Types and Density) states housing should be design-led and that densities, house types, and sizes should respect the character of the surrounding area and meet local needs. The proposal is for the erection of 2no. four bedroom semi-detached dwellings, which are considered to be largely in keeping with the size and type of residential development along the row of residential development south of the B4019. The application site is also curtilage to the dwelling at Cobley House.

31 Paragraph 70 of the NPPF states that local authorities should consider the case for setting out policies to resist the inappropriate development of residential gardens, for example where it would cause harm to the local area. Therefore, it needs to be determined whether this development is appropriate, with regard to the neighbouring area. The Residential Design Guide SPD provides guidance on the types of backland development that is acceptable. Within the Residential Design Guide SPD tandem development, (whereby a new dwelling is placed immediately behind an existing dwelling and serve by the same vehicular access) states that such schemes often incur problems with overlooking, loss of amenity, overdevelopment, and impact adversely on the character of the area, and thus are often resisted. However, due to appropriate siting of the proposed dwellings and location of fenestration there are no concerns that the scheme is overbearing on the immediate environment or would create a negative impact on the amenity of the existing property at Cobley House.

32 The proposed dwellings are of traditional, 1.5 storey pitched roof design with brick and timber clad walls under a tiled roof. The scale of the two units is similar to that of the existing workshop building although the ridge has been staggered to help further reduce their overall scale and impact.

33 The application would not cause a detrimental effect upon the amenity of the occupiers of

the host property (Cobley House) or the future occupiers of the new dwellings due to the orientation and separation distances. As highlighted within the Residential Design Guide Supplementary Planning Guidance building plots should normally be of a similar size and shape to those in the immediate area. The design guidance contained within the Supplementary Planning Document Residential Design guide (2016) must also be taken into consideration. The host site is larger than most in the area. It is not considered that the proposed new dwelling would appear unduly dominant or harm the character or appearance of the streetscene in accordance with policy DE1 and the SPG

34 The scale of the new dwellings are considered to be in keeping with the character of the surrounding area in accordance with policy DE1 of the Swindon Local Plan 2026. The properties in within the immediate area are a variety of house types this new development would not be highly visible from street. The majority of the existing properties within the area are good sized houses with large gardens and this proposal would be built in one of these large gardens.

35 The development would retain an acceptable level of spaciousness, and officers do not consider the proposed development would be materially harmful to the character and appearance of the area. In this case it is argued that the proposal is able to comply with the principles of Policy DE1 of the adopted Local Plan as is the requirement of this part of the Design Guide. The plot is deemed to be adequately sized to be able to accommodate the development, whilst removing an existing large workshop. It is acknowledged the proposed size and design of the dwellings do not mirror the neighbouring properties it would not be read within the same streetscene context but as stand-alone unit. Furthermore it is evident that there is a variety of existing building sizes and architectural styles within the vicinity plus the dwelling would not be prominently visible, if at all from any public vantage point (i.e. from the street). In summary the proposed dwelling would not detract from the character of the streetscene or the wider area in compliance with the adopted Residential Design Guide and the NPPF.

Loss / Impact on Landscape / Countryside:

36 In landscape terms the site is outside of the settlement boundary although 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.

37 Landscape Colleagues have cited as the site is outside the Housing Development Boundary there should be an 'in principle' objection. 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 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 looking purely at the likely impacts of the scheme in Landscape terms the fact that there are already buildings in this same general location would lessen the impact. The proposed semi-detached dwellings would occupy the same footprint as the existing workshop building adjacent to the existing footpath and set against the existing boundary vegetation. The proposals design would further reduce their impact when viewed from the wider landscape.

38 Officers also note the site is largely surrounded by developed land (residential either

side) and the land to the north east is allocated for residential development as part of the Kingsdown allocation. Landscape officers had reservations and raised an objection for two dwellings as opposed to a single building and raised the impact on users of the PROW it be important, although they comment that, as buildings already existed in the view this is not considered to be a major issue. The fact the scheme has been amended so now proposing a single structure rather than two units on the same footprint is deemed to be acceptable in this location on a landscape stance. Officers consider that the development will not impact negatively on the Mid Vale Ridge Landscape Character Area or the wider landscape setting of Blunsdon 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.

39 There are no protected trees on the site and a planning condition has been added to ensure the retained boundary hedgerow along the SW side of the site will be protected during any construction works. It is considered appropriate to attach a landscaping condition to augment the planting on the site for the new dwellings. Plan Policy EN1 states development shall protect and enhance green infrastructure and assets which includes the requirement that development must provide for the protection and integration of visually or ecologically important existing trees, hedges and woodlands. There are no overwhelming policy reasons why this application should be refused on landscape grounds. A condition has been added to ensure the existing hedgerow along the PROW is protected which will continue to act as a visual buffer to the site.

Highway Access, Safety, Parking and PROW

40 Local Plan 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.

41 Neighbours have raised concern regarding lack of garages but off road parking is required and provided and this does not need to be in the form of a garage. The Transport Development Officer recommends no highway objection to the proposal. Your officers are satisfied the existing access appears to be adequate for the increase in residential traffic that is proposed for the new dwellings and the existing uses of the site. The existing parking and turning facilities to the front of Cobley House are suitable and should be retained. The access onto the B4019 is at least 6.2m wide for 9.5m into the site, which is sufficient for two vehicles to pass and prevent vehicles waiting on the classified road. Visibility at the B4019 access is adequate for the nature of the road and the use of the site. Although there may be a potential for conflict between vehicles entering the site and those manoeuvring around the Cobley House parking bays, this area is open in terms of indivisibility so such conflicts would be rare and minor in impact. The vehicular access which currently serves the existing workshop building is retained unaltered, although a new driveway extends as a continuation of it to allow access to the parking and turning area and provide a surfaced access into the paddock which lies beyond.

42 Local Plan Policy TR2 (Transport and Development) applies, particularly with regards to the proposed access and parking and also as a public right of way also runs along the south west boundary of the site. Part d) of Policy TR2 states that development that results in the loss of existing rights of way or their disruption shall only be permitted when adequate, acceptable alternative provision or diversions are arranged. Public Footpath 1 Blunsdon runs along the south west side of the site and the revised drawings have removed potential

obstructions from Public Footpath 1 Blunsdon and the Public Rights of Way officer has removed his objection to the proposal subject to appropriate planning conditions being added.

Biodiversity:

43 The NPPF requires biodiversity to be taken into consideration during the determination of applications. Policy EN4: Biodiversity and Geodiversity of the adopted SBLP is relevant. The planning application is supported by a revised 'protected species survey'. This "Protected Species Survey" addresses the key areas which were raised previously regarding reptiles and bats on the site. Further information was sought to how habitats will be enhanced off-site for slow worms to achieve net biodiversity gain and the additional surveys have confirmed the likely absence of great crested newts within 500m of the site. In regards to bats, data on the location of nearby roosts has been purchased and analysed, which suggests that bats using the site are common species which are not particularly light averse. Appropriate planning conditions have been added to the report to add further protection in regards to managing external lighting to rear of new properties and timings of the demolition of the workshop to protect nesting birds. To protect any reptiles suitable worded planning conditions have been added as the requirements for bird nest boxes. Ecology colleagues have reviewed the additional details submitted and are confident subject to appropriately worded conditions, previous areas of concern have been addressed and as such raises no objection and the development is compliant with policy EN5.

Noise and Residential Amenity:

44 The NPPF sets out a number of core planning principles that should underpin both plan making and decision taking. One of the principles states in part, that planning should, "Always seek to secure...a good standard of amenity for all existing and future occupants of land and buildings". Policy DE1 of the Local Plan requires all proposals to be assessed against a number of design principles, including amenity, DE1 (c), in respect of: light, privacy, outlook, noise, disturbance, smell, pollution and space.

45 The nearest residential properties to the site are Downsvew, the host property (Cobley House), Eastlyn, Malabar and Brockways. The location of the proposal ensures there will be no unacceptable loss of light or visual dominance caused. The proposed new fenestration as presented given its siting and outlook would not lead to unacceptable overlooking or loss of privacy, to the immediate properties to the north, south and west of the site. A condition is proposed that precludes the insertion of new windows to prevent unacceptable levels overlooking or loss of privacy.

46 The positioning of windows means there are no unacceptable issues of overlooking. 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. In respect to neighbouring properties the separation distance well exceeds the minimum of 22 metres set down within the adopted Residential Design Guide. This standard is based on a rear to rear separation. Whilst the adopted Residential Design Guide does not provide a minimum separation distance between first floor windows of new dwellings and private garden space, the now superseded Backland and Infill SPD suggested 10 metres as a minimum. The proposal far exceeds this. In addition to the proposed dwellings exceeding the suggested minimum distances the existing and existing boundary planting would also

aid in softening the impact of the dwellings and further reducing any opportunity for overlooking. On this basis it is considered that the dwellings will cause no unacceptable impact upon the residential amenity of the neighbouring properties in terms visual dominance, loss of light or loss of privacy.

47 The addition of extra dwellings utilising the existing driveway to the side of Cobley House and Eastlyn would not result in an unacceptable impact being created upon residential amenity of these properties. Also the new dwellings would not lead to an adverse impact in terms of noise or light. In conclusion, the proposed scheme is of a form that would not unacceptably harm the residential amenity of the neighbouring properties and is in line with Policy DE1 of the Local Plan, the SPD and the NPPF.

Other issues: Neighbours concerns not raised elsewhere in report:

47 With regards to the comments raised within the representation section that have not already been covered above the following is noted:

48 Concerns have been raised regarding the proposed parking spaces located close to an existing septic tank and protection of pipe work. Connection to the septic and the sewage network is covered by Building regulations. Concerns about construction tracking, queuing of lorries, drive capable of withstanding the weight of construction lorries will be addressed as part of a suitably worded condition to manage the construction process. Any damage caused to third party property would be a civil and private matter between the parties. Whilst the driveway access will immediately pass by the side door Eastlyn, this does not form a public highway. This side door is already present and in use and currently opens onto an existing driveway and would already have permission to open onto the access way. With the nominal number of vehicles, which can already pass this door it is not considered that this poses any risk to safety in amenity terms that would conflict with policy DE1. The width of the drive and access onto the road, whilst questioned by neighbours is considered acceptable.

Waste, refuse and sewage links

49 The bin collection area and collection distance has not been detailed on the proposed plans but can be secured via a suitably worded planning condition which has been added at the end of the report. Officers on balance, do not consider highways safety to be a serious issue, however acknowledge consideration must be given to highway safety in accordance with policies DE1 and TR2 of the Local Plan.

50 Matters regarding water supply, sewerage and drainage will be regulated by Thames Water and as statutory authorities for those aspects. The development may result in additional pressure or demand being placed on the existing sewage and water supplies in the area. In order to comply with the appropriate legislation, the developers will be obliged to recognise such demands and make the necessary provisions in conjunction with Thames Water as supplier that meet the demands of the new development without compromising the statutory service being offered to existing residents.

CIL/Infrastructure Requirements:

51 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.

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.

52 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.

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

54 Policy EN3 of the adopted SBLP details a requirement to provide contributions towards off-site open space. The number of dwellings proposed falls below the threshold of 10 (as set out in the Planning Practice Guidance) and does not exceed the maximum combined gross floorspace of 1,000 square metres (gross internal area) threshold. As a consequence there is no justification for seeking contributions towards off-site open space in principle in this circumstance. Likewise, no highway related contributions have been deemed applicable.

Affordable Housing:

55 In accordance with Policy HA2 of the SBLP affordable housing will be sought on all suitable sites proposed for development that comprise 15 or more dwellings or sites of 0.5 hectares or more. Affordable housing is not required to be provided on this site.

Consultee Comments:

56 With regard to the comments raised within the representations section that have not already been covered above the following is noted. In regards to the supply of services for gas, electricity and sewers this is not covered within the planning process.

Contaminated Land:

57 During a site visit, a diesel fuel tank on site has been identified. The tank is 'unbunded' and the site is located over limestone and thus vulnerable groundwater, so a contaminated land condition has been recommended and added at the end of this report.

Archaeology:

58 The Council's consultant archaeological advisor (the Wiltshire Country Archaeologist) has raised no objection to the proposal.

Concluding Comments:

59 In conclusion to the above, there are no specific policies within the NPPF which have been identified which indicate this development should be restricted. As such it is then

purely a matter of a balancing exercise in relation to the first limb of the second bullet point of the decision-taking part of paragraph 11 of the NPPF as to whether any adverse impacts of the development would significantly and demonstrably outweigh the benefits.

60 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, the proposal will not result in any adverse impacts in terms of any harm to: highway conditions, residential amenity, landscape, PROW or biodiversity. Furthermore the design and layout of the proposal has been determined to be acceptable and that there will be no harm to the character of the area.

61 The benefits of the development in terms of the social dimension of sustainable development have been identified to be the provision of 2 new houses. In terms of the economic dimension the development would contribute towards economic growth during the construction phase, albeit that this would not be significant. Also, again not significant but the additional population created would also be likely to assist the local economy in terms of utilising local shops and services. With regard to the environmental dimension, due to the site's location and accessibility by alternative modes of transport the development would also be likely to reduce reliance on use of the private car as Blunsdon has relatively good public transport links and the village does have a range of services including a village shop, public house and church.

62 In addition, considerations that weigh in favour of the proposal and suggest why this recommendation is an exception to the general policy position include the location is on the edge of the settlement boundary and the development is not excessive in scale.

63 In conclusion to the above no specific policies within the NPPF have been identified which indicate development should be restricted. As such it is then purely a matter of a balancing exercise in relation to the first limb of the second bullet point of the decision-taking part of paragraph 11 of the NPPF as to whether any adverse impacts of the development would significantly and demonstrably outweigh the benefits. Officers have concluded on balance that they would not, and have therefore recommended that permission be granted.

Recommendation

That planning permission be GRANTED.

Conditions

1. Time limit

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. Drawings

This approval shall be in respect of drawing numbers and information submitted:

Protected Species Survey (MD Ecology)

Planning, design and access statement

Annexe 1 Visual appraisal

18/06:01 A Location and Block Plans dated 19th September 2018

18/06:02 A Block Plan – Proposed dated 19th September 2018

18/06:03 Proposed Ground Floor Plan dated 24th July 2018

18/06:04 Proposed First Floor Plan dated 24th July 2018

18/06:05 Proposed Elevations dated 24th July 2018

18/06:06 Site Section dated 24th 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. Materials

No works above ground level shall take place regarding the erection of the dwellings hereby permitted 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.

4. Landscaping

No works above ground level shall take place regarding the development hereby permitted, a scheme of landscaping to include a planting schedule and time table of works, shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the positions, species and crown spread of all existing trees and hedgerows on the land, detailing those to be retained, together with measures for their protection during development. The approved scheme shall be implemented as per the approved timetable. Any tree or shrub planted in accordance with the scheme which is removed, dies or becomes diseased within a period of five years from first being planted, shall be replaced by one of a similar size and the same species.

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

5. Boundary Treatments

The dwellings shall not be occupied until details indicating the positions, design, materials and type of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. This boundary treatment shall be implemented before the dwelling is occupied and shall be retained in the approved form for so long as the development hereby permitted remains on the site.

Reason: In the interests of the amenities of the area.

6. Slab Levels

The dwellings shall be constructed in accord with slab levels of the building(s) in relation to the existing and proposed levels of the site and the surrounding land that have first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be constructed in accordance with the approved slab levels.

Reason: To ensure existing privacy is maintained

7. No additional windows, doors or roof lights

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 roof lights, doors or windows other than those hereby approved shall be formed in the new dwellings.

Reason: To maintain the appearance of the building in the interests of residential amenity.

8. Parking and Turning

The dwellings hereby permitted shall not be occupied until the vehicular access, parking and turning facilities have been provided in accordance with the submitted plan [drawing no. 18/06:02 Rev a as submitted in September 2018], and those facilities shall be maintained available for those purposes thereafter.

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

9 Contaminated Land Condition

No development (including demolition) shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to the Local Planning Authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before the properties are occupied.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site shall incorporate the approved additional measures.

Reason: To ensure contaminated land is adequately addressed

10 Construction Management plan

No development including the demolition of the workshop shall take place 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 and protect trees during the site preparation and construction phase(s) of development

11 External Lighting

No external lighting to be located on the rear of new properties.

Reason: To safeguard protected species and protect amenity for neighbouring properties

12 Demolition

Demolition of workshop to take place between 1 September and 28 February and not outside this period. To protect nesting birds.

Reason: To safeguard protected species

13 Bird Boxes

Prior to the occupation of the dwellings hereby permitted details of the incorporation of bird nest boxes suitable for sparrows to be built into each house shall be submitted to and approved in writing by the Local Planning Authority. These boxes shall be installed as per the agreed details prior to the occupation of the dwellings.

Reason: In the interests of the ecological enhancement of the site

14 Removal of rubble

Removal of existing pile of earth, rubble and building materials should be removed carefully and during the period 1 April to 30 September (i.e. avoiding the period when reptiles may be hibernating) and with a suitably experienced ecologist present to oversee the works; any animals encountered during this process should be released into a suitable area of retained habitat within the ownership of the applicant.

Reason: To safeguard protected species.

15 Reptile Hibernation site

A new reptile hibernation site to be constructed on land owned by the applicant and immediately adjacent to the site's south-eastern boundary. To be built in accordance with the indicative design provided at Appendix 3 and to be built at the location shown on Figure 2 of the "Protected Species Survey" (MD Ecology, July 2018, ref C113/R1/v3). If not already agreed, management proposals for the favourable management of the land adjacent to the new hibernacula for reptiles should be submitted to Swindon Borough Council for approval prior to construction starting.

Reason: To safeguard protected species.

16 Boundary hedge protection

The retained boundary hedgerow along the SW side of the site to be protected during construction works in accordance with BS5387:2012. A plan showing the location of the secure fencing to be supplied to and approved by Swindon Borough Council prior to commencement of works.

Reason: To ensure damage does not occur to the hedge during building operations.

17 PROW

Prior to the occupation of the dwellings hereby permitted the public right of way adjacent to the site shall be surfaced in asphalt and illuminated in accordance with details to be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. The applicant being required to enter into an Agreement under section 278 Highways Act 1980 to resurface the section of the public footpath between their site and the B4019 Blunsdon-Highworth Road to the Councils specification

Reason: To promote sustainable travel as a form of transport from the site

18 Parking Spaces

The dwellings hereby permitted shall not be occupied/brought into use until the parking spaces shown on the approved plan have been surfaced, marked out and made available for use. Thereafter the area shall be kept clear of obstruction and shall not be used for any purpose other than the parking of vehicles in connection with the new dwellings.

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

19 Bin/Waste Storage

Prior to the first occupation of the development hereby permitted, full details of the bin storage area shall have first been submitted to and approved in writing by the Local Planning authority. The approved bin storage details shall be completed and made available for use prior to the first occupation of the development and shall thereafter be retained in its/their approved form for as long as the development remains on site.

Reason: In the interest of 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.

2. Sprinkler System

In the interests of safety, the applicant is recommended to incorporate fire prevention measures within the development, such as sprinkler systems. Further advice can be obtained from Wiltshire Fire Brigade by visiting www.wfb.org.uk

3. Street Naming and numbering

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.

4. Highway Works

In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of works in, or adjacent to, the public the highway. The Applicant is required to obtain this approval before works commence and is therefore recommended to contact Swindon Borough Council's Streetworks Management Department in this respect as soon as possible. The works will be undertaken at the applicant's expense.

5. Public Rights of Way

The grant of planning permission does not permit any changes, alterations, obstructions, diversions, closures or additional use by motor vehicles of any public rights of way affected by the proposal, the developer is required to contact the Council's public rights of way team for permission prior to undertaking any works. Public Rights of Way

6. Public Rights of Way

In addition to this consent, the developer will require Local Highway Authority approval in connection with the Public Right of Way. The Applicant is required to obtain this approval

before works commence, and is therefore recommended to contact Swindon Borough Council's Highway Infrastructure Asset Management Department in this respect as soon as possible.

7. Waste Management

Please also advise the applicant that contact with SBCs Waste Management team should be sought in relation to refuse collection arrangements, as the Bin Collection Point is not obviously visible from the public highway, and collections crews may need to be specifically informed of the location.