



COMMITTEE REPORT

Item Number:

Application Number: S/18/1709/CHHO

Ward: Ridgeway

Parish:

Bishopstone And Hinton Parva

Proposal: Demolition and conversion of existing barns and erection of 2no. new buildings to create 5no. dwellings, with associated garages, landscaping, ancillary development and repairs to Grade II Listed wall.

Site Location: Prebendal Farm, Icknield Way, Bishopstone

Case Officer: Charlotte Hopkins (chopkins@swindon.gov.uk)

Agent:

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Applicant

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Officers Report

Background:

1. This application is brought before the Planning Committee at the request of Bishopstone Parish Council who are supportive of the scheme in principle but wish to see a pedestrian link created through the site as well as traffic calming measures along Icknield Way. The Highways officer's request for a passing bay alongside the access road was not supported by the Parish due to a perceived urbanisation of the access and loss of a good quality Yew Tree, however the passing bay has now been reduced in size and the Yew Tree is to be retained.

Summary of Recommendation:

2. That Planning Permission be GRANTED with Conditions.

The Proposal:

3. This application seeks full planning permission for the demolition and conversion of existing barns and the erection of 2 new buildings to create 5no. residential dwellings with associated garages. The proposal also seeks permission for repairs to a Grade II listed wall. This application is submitted in association with a listed building application (S/LBC/18/1710).

4. Existing barns 9, 10, 11 and 12, as detailed on Demolition Plan (Dwg no. 17020-09) are to

be demolished. A change of use of barns 1, 2, 3, 4, 6 and 7 to residential use is proposed, whilst barn 5 will become a garage block to serve the proposed dwellings. A new single storey building which extends from existing barn 7 is proposed (plot 3), whilst a new 2 storey building would be built in place of existing barn 9 (plot 4).

5. The residential units would consist of the following: Plot 1 (3 bed single storey), Plot 2 (3 bed two storey), Plot 3 (4 bed single storey), Plot 4 (4 bed two storey), Plot 5 (4 bed single storey). Car parking would be provided at a ratio of 2 spaces per house with 6 visitor spaces.

The Site and Surroundings:

6. The application site comprises of the farmstead of Prebendal Farm, Bishopstone and measures 0.41 hectares in size. The site consists of a mix of traditional Victorian agricultural buildings and some more modern agricultural buildings. The site is within the defined settlement boundary of Bishopstone and also lies within the Bishopstone Conservation Area. The walls of the farm which align to the east, north and western boundaries are Listed Grade II and to the rear of the site is the Parish Church of St Mary which is listed Grade I. The northern gable of existing barn 7 forms part of the listed wall and therefore as a result of this attachment, the Conservation Officer deems this barn would benefit from this listing. The Prebendal Farmhouse, existing barns 8, 6 and Bramling Cottage to the west are key buildings of local interest and have the status as non-designated heritage assets. The North Wessex Downs AONB also lies immediately to the south of Icknield Way.

Representations:

7. Neighbours:

Objection received from Brambling Cottage on the following grounds:

- Overlooking from dormer windows (to the rear elevation of plot 1)
- Concern over increased traffic and congestion and vehicle speed along Icknield Way
- Plans to move own current parking from front of property to side and would like to understand how this could be integrated
- Wish to understand further use of farm access off West End Lane
- Concern raised regarding party wall/retaining wall to rear of property and repair or removal resulting in disruption. How would the new roof and guttering be maintained?

Two letters of support received, one each from 'Old Farm House, West End Lane' and 'Summer Cottage, 2 West End Lane' in relation to proposed access/egress point on Icknield Way. The following points are raised:

- Objection to the use of Church Lane for this development, following life experience of using that junction for 20 years. Reports near miss accidents which have not been reported to the police and hence are not picked up upon planning searches.
- Icknield Way is by far the more desirable entrance in Highway safety terms, offering far greater visibility and a level access compared to West End Lane. The latter, despite widening slightly at the junction with Icknield Way, is a single track road with insufficient room for two vehicles to pass. Despite the wider bell mouth, due to the geometry and disparity in levels at the junction; vehicles are routinely forced to 'give way' or hold on Icknield Way when attempting to enter or exit West End Lane.
- Concerns about construction vehicles, refuse lorries and other domestic-oriented LGV C1 vehicles using the western access, which has a very steep ramp off West End Lane and further visibility constraints.

8. Parish Council:

Initial Consultation: - Councillors are supportive of the scheme in principle, however object on the following grounds:

1. The assessment undertaken by the Conservation Officer appears to have overlooked the affect that the access arrangements will have on Prebendal Farm. Impact of passing bay as requested by Highways.
2. Parish Council have a strong preference for access to be gained from West End Lane
3. The Parish Council welcomes Highway request for further traffic survey information
4. The Parish Council agrees with the Conservation response that Plot 4 should be amended to single storey
5. The internal access and parking arrangements appear to have had little regard for the need for Prebendal Farm to be able to continue to use its existing garaging.
6. Layout out of keeping as it does not allow for pedestrian permeability through the site from Icknield Way to West End Lane

In the event that Officers are minded to grant permission without matters having been addressed, the Parish Council requests that the application be determined by Planning Committee.

Revised Consultation:-

Councillors remain supportive of the development in principle, although some of the concerns expressed in previous response have not been taken on board:

1. Councillors would like to see pedestrian route through the development. A path could be routed along the northern boundary of plot 2.
2. Highways requirements for a passing bay alongside the access road is not supported. This will urbanise the access and result in the loss of a good quality Yew Tree
3. Traffic calming measures requested for Icknield Way in the form of vehicle activated signage and road narrowing

In the event that Officers are minded to grant permission without these matters having been addressed, the Parish Council requests that the application be determined by Planning Committee.

9. Forward Planning: The proposal site is within the settlement boundary and the scale of the proposal has been reduced from 7 to 5 dwellings in response to concerns raised at pre-application stage about the scale of development in respect of the function of Bishopstone. However, the key consideration is whether the potential adverse impact on the Conservation Area and adjacent listed buildings and non-designated heritage assets are outweighed by the benefits of providing additional dwellings. Judgements on the application of the NPPF's policy tests will therefore need to be reached following input from the Conservation Officer.

10. Conservation: Conversion of barns to residential is supported in principle, however a number of amendments were sought to the detailed design of the scheme to reduce loss of historic fabric and to ensure the development is sympathetic to the former use and function in order to be appropriate from a conservation perspective.

11. Highways: Initially recommended refusal due to insufficient information submitted in respect of vehicular visibility splays with incorrect location of ATC and the road speed survey being carried out during the school holidays. Also required passing bay to be accommodated at site access to avoid reversing movements to the detriment of road safety. Highways Officers now confirm that the correct visibility splays for the speed of the road can be shown, and therefore the road speed survey issues are thus negated. The demonstration of visibility splays can be conditioned. The passing bay has now been provided. Highways Officers recommend no objection be raised subject to conditions.

12. Landscape: No objections to the proposal, subject to suitably worded condition. The vegetation is an important part of the character of the site and the roadside and it must be retained and protected during the construction. Requires trees survey to be submitted showing all trees to be retained with methodology and alignment of protective fencing considered.

13. Ecologist: This is an extremely important site for bats, including one of Britain's rarest species. Additional information/clarification was requested and submitted during the course of the application which was further reviewed by the Ecologist. Ecology recommendations set out in Section 5 of the Bat Roost Survey Report (v6 Final Amended, Colmer Ecology, January 2019) should be conditioned. An external lighting strategy must be agreed prior to works starting on site. This can be conditioned.

14. Contaminated Land Officer: Due to limited information accompanying the application it cannot be determined whether land contamination is relevant to this application. Request for appropriately worded contaminated land assessment conditions.

Planning Considerations:

15. The relevant planning considerations with regard to the assessment of the application are the principle of the development, the impact upon the character and appearance of the Conservation Area, the impact upon other heritage assets, highway issues and residential amenity, and in these respects whether the proposals are in accord with the provisions of the relevant policies of the Swindon Borough Local Plan 2026 (2015), the National Planning Policy Framework 2018, Planning Practice Guidance 2014. Other issues raised within the representations received will also be covered.

Planning Policy:

16. The Swindon Borough Local Plan (SBLP) 2026 was adopted on 26th March 2015. The following policies of this plan are relevant:

Adopted Swindon Borough Local Plan 2026

- SD1 (Sustainable Development Principles): seeks the delivery of sustainable development and communities
- SD2 (The Sustainable Development Strategy): aims to meet Swindon's development needs whilst protecting the Borough's most important assets
- SD3 (Managing Development): seeks to oversee the delivery of sustainable growth
- DE1 (High Quality Design): requires high quality design for all development
- HA1 (Mix, Types and Density): seeks a variety of densities, house types and sizes whilst ensuring that the proposal respects the character of the area
- HA2 (Affordable Housing): seeks all developments of 15 homes or more, or on sites larger than 0.5 hectares to provide 30% affordable homes

- TR1 (Sustainable Transport Networks): seeks to reduce the need to travel, and support and encourage the sustainable, safe and efficient movement of people and goods
- TR2 (Transport and Development): requires development provides access that is appropriate to the scale, type and location without detriment to highway safety and local amenity and that parking provision is provided in accordance with the Councils adopted Parking Standards
- IN1 (Infrastructure Provision): deals with infrastructure provision of developments
- EN3 (Open Space): seeks residential development provides or contributes towards public open space in line with open space standards
- EN4 (Biodiversity and Geodiversity): requires all development, where appropriate, shall protect and enhance biodiversity and provide net local biodiversity gain
- EN5 (Landscape Character and Historic Landscape): seeks to protect and enhance the quality of the environment
- EN10 (Historic Environment & Heritage Assets): deals with the protection of the historic environment.

17. Also of relevance are the adopted Swindon Residential Design Guide (SRDG) (2016), Supplementary Planning Guidance Note: Technical Guidance on Parking Standards (2007), Bishopstone Conservation Area Appraisal and Management Plan (2006) and The North Wessex Downs AONB Management Plan (2004).

18. The revised National Planning Policy Framework was published in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. Of particular relevance are sections: 5: 'Delivering a sufficient supply of homes', 8 'Promoting healthy and safe communities' 9 'Promoting sustainable transport', 11 'Making effective use of land', 12 'Achieving well-designed places', 15 'Conserving and enhancing the natural environment' and 16 'Conserving and enhancing the historic environment'.

Principle of Development:

19. Policy SD1 of the Swindon Borough Local Plan states that to enable the delivery of sustainable development and support sustainable communities in the Borough, development proposals will: be of high quality design; promote healthy, safe and inclusive communities; respect, conserve and/or enhance the natural built and historic environment; be accessible by walking, cycling and/or public transport. These matters will be addressed within the following sections of this report.

20. The Development Strategy is defined in adopted Swindon Borough Local Plan Policy SD2. 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. Policy SD2 states that at other villages in the Borough (which includes Bishopstone), proportional to their size and function, development will be supported within the rural settlements boundaries as shown on the policies map. The application site lies within the defined settlement boundary of Bishopstone. Bishopstone is a relatively small village comprising of approximately 200 dwellings with a limited range of facilities including a church, village hall and small primary school but no shops and limited public transport. The issue of proportionality was raised at pre-application stage and the applicants have responded to these concerns by reducing their proposal from 7 dwellings at the outset down to 5 new dwellings, which is not

considered to be disproportionate or out of context to the size of the village. On this basis, the proposal is considered to be in full accord with Policy SD2 and the principle of residential development in this location is acceptable.

Design, Layout and Impact upon Heritage Assets:

21. Swindon Local Plan Policy DE1 states that high standards of design will be required for all types of development. The adopted Residential Design Guide also requires high design standards as well as providing guidance on layout, context and character amongst other factors. The NPPF also promotes well-designed places.

22. Policy HA2 of the Swindon Local Plan states densities, house types and sizes should respect the character of the surrounding area. The proposal provides 5 no. family sized homes each with 3-4 bedrooms and adequately sized private external amenity space which is considered to respect the density, house types and sizes of the surrounding area.

23. 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 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Regard should also be given the relevant parts of the National Planning Policy Framework 2018, in particular paragraphs 184-202. The NPPF at paragraph 193 requires great weight to be given to a designated heritage asset's conservation.

24. Policy EN10 of the Swindon Local Plan states Swindon Boroughs historic environment shall be sustained and enhanced and proposals for development affecting heritage assets shall conserve and where appropriate enhance their significance and setting. Further, any development proposal that would affect a locally important or non-designated heritage asset, including its setting, will be expected to conserve its significance.

25. The proposal site is located within the Bishopstone Conservation Area, with the walls of the farm which align to the east, north and western boundaries being Listed Grade II. The northern gable of existing barn 7 forms part of the listed wall and therefore as a result of this attachment, the Conservation Officer deems this barn would benefit from this listing. To the rear of the site is the Parish Church of St Mary which is listed Grade I. The Prebendal Farmhouse, existing barns 8,6 and Bramling Cottage to the west are key buildings of local interest and have the status as non-designated heritage assets.

26. The rural setting of the village is a defining characteristic of the Conservation Area. The areas trees and vegetation are noted as making a positive contribution to the character of the Conservation Area and in particular, the area of land directly to the south of the application site is an area identified as important green space which is lined with mature trees and provides a semi-formal raised footway creating a pedestrian link into the village. It should be noted that formal footpaths are uncommon within the village. The Bishopstone Conservation Area Appraisal also notes "working farm buildings on the edge of village (Eastbrook, Prebendal and Forty Farm) are an integral part of the village fabric" and "link the settlement to its agricultural origins".

27. The application proposes to demolish barns 9, 10, 11 and 12 and a silo which are part of a later phase of development of the farm with their materials consisting of metal sheeting and timber boarding. Whilst these buildings are part of the functioning of the farm and are

agricultural in appearance, they are rather large and detract from the appearance of the original farm buildings. For these reasons, there are no objections from a conservation perspective to their demolition. At pre-application stage, it was also proposed to demolish barn 7, however this was more problematic from a conservation perspective given that this barn was part of the original configuration of barns and contributes to the character and appearance of the area as well as the setting of the listed church and wall. The current application involves the retention of barn 7.

28. The proposed change of use of the barns to residential is supported in principle from a conservation perspective as the application enables the optimum use of the buildings and has heritage benefits in terms of future management of historic fabric and cyclical maintenance. However, conversions need to be undertaken carefully in order to preserve the agricultural character of the buildings and not result in excessive residential paraphernalia and clutter which could adversely impact the on character and appearance of the Conservation Area and the setting of nearby designated and non-designated heritage assets.

29. Plot 1 consists of the conversion of existing barns 1 and 2. Barn 1 appears to have been a former open sided shed for keeping animals, however the eastern side has been blocked up with concrete. The Conservation Officer sought amendments to the scheme as initially presented on the basis that as the barn was formerly open sided, more should be done through the design to reinstate or interpret these openings with larger piers in between the glazing that replicate the location of the trusses above, which would have typically been the original appearance. Further it was noted that the thin windows do not reflect the historic nature of the building and the double width doors appear too wide and not reflective of the width of the trusses above. Revised plans have been submitted to address these concerns, with amendments to the façade including timber posts inserted to match the roof trusses and larger areas of glazing in between 3 of the 5 bays with timber cladding to the remaining two bays. This creates a much more authentic scheme replicating the original size of the openings and is appropriate from a conservation perspective, achieving high quality design which respects existing context and character in accordance with Policy DE1 and EN10 of the SBLP.

30. Plot 2 comprises of the conversion of existing barn 6, which is noted as being a building of significant local interest (a non-designated heritage asset). The initial design presented 2 dormer windows which were considered to appear awkward and create unnecessary clutter making the building appear overly residential. Concern was also raised with the covering of an existing stone wall to the façade in cladding, whilst the opening in the gable wall was deemed to be excessive in size and not reflective of the agricultural form and function of the building. The dormer windows have now been removed and replaced with roof lights, along with amendments to the reduction and re-arrangement of the fenestration to the front and side elevation. The fibre cement cladding applied to the ground floor has now been removed, with the stone wall retained, thereby improving the authenticity of the scheme. It is now considered that the proposal preserves the significance of this non-designated heritage asset in respect of its agricultural character, architectural form and historic interest and is appropriate in design terms in accordance with Policy EN10 and Policy DE1 of the SBLP and the provisions of the NPPF.

31. Plot 3 consists of the conversion of existing barn 7 which runs north to south and the erection of a new building which is orientated east to west and connects to existing barn 7

via a frameless glazed section. The existing barn and new build component will form 1 no. dwelling. Barn 7 is one of the historic buildings on site and also attached to the historic listed wall, therefore it is deemed that this barn needs to be the focus of the plot in any proposal to construct a new build component. Concern was raised with the initial scheme which presented the new build component positioned forward of the historic building (barn 7) as well as being deeper in footprint and taller in height, therefore failing to demonstrate an appearance of subservience to the historic building. The scheme has now been amended with the new build component set back from the historic building with a lowered ridge height, thereby achieving appropriate subservience to the historic building, in accordance with Policy DE1 and EN10 of the SBLP. The layout of barn 7 is roughly maintained with door insertions made to each wall to create a corridor which is generally appropriate. The use of different cladding to differentiate the new build from the existing is also appropriate. Whilst there is some removal of historic fabric to create windows and doors for the residential use, this has been kept to a minimum. Overall, it is considered the special architectural and historic significance and setting of the listed building is preserved in accordance with Policy EN10.

32. Plot 4 involves the demolition of existing barn 9 (two storey) and the replacement with a new two storey building. The existing barn had a footprint of 25 metres length x 11.5 metres width, whilst the new building will be smaller in footprint with a length of 13.5 metres x 7 metres width and a slightly lowered ridge height at 6.2 metres. Originally, there was no barn placed where barn 9 is now with views from Icknield Way into the inverted U shape of the original farm buildings. The Conservation Officer acknowledges that whilst the existing barn is much larger in footprint and quite tall, this is an agricultural barn and does not mean that a residential building of similar size or height would be equally appropriate. Whilst the proposed stone construction was welcomed to the ground floor, concern was raised that the upper storey looked top heavy and contained fenestration which appeared more residential than agricultural. Revised plans have been submitted which have replaced the zinc cladding to the walls with timber cladding and removed the fenestration from the south side elevation fronting Icknield Way, however no reduction in height has been achieved. On balance, taking into account the bulk and scale of the existing barn in this location, it is not considered that the proposed building which has a smaller footprint and is no taller in height amounts to sufficient harm to warrant refusal of the scheme, particularly considering the reduced floor area of the replacement barn means views into the site would actually be increased. The replacement building would appear similar in character and appearance to the existing barn when viewed from Icknield Way, being constructed in stone to the ground floor with timber cladding to the upper floors and no fenestration to the south side elevation fronting Icknield Way, helping to reduce the residential appearance of the building and retain a more agricultural appearance in keeping with the existing site context and character. No significant harm is created to the character and appearance of the Conservation Area and the setting and significance of the other identified heritage assets in accordance with Policy EN10 of the SBLP and the provisions of the NPPF, whilst in design terms the barn is acceptable reflecting the agricultural character of the site in accordance with Policy DE1.

33. Plot 5 consists of the conversion of existing barns 3 and 4. Existing fenestration is utilised with doorways inserted into the internal layout in order to make rooms connect. The initial scheme appeared to show that the main doors to the front and rear were to be lost as a result of glazing and it was suggested more work should be done to incorporate the timber doors into the scheme, either as a security shutter like mechanism or able to be pegged back onto the wall. Revised plans now show the timber doors as retained and pegged back

onto the walls. The design is appropriate in accordance with Policy DE1 of the SBLP, whilst preserving the character of the conservation area and setting of surrounding designated and non-designated heritage assets in accordance with Policy EN10.

34. Existing barn 5 is to be converted to accommodate parking for plots 5, 4 and 1. As the barn is quite narrow, it is proposed to erect a small flat roofed canopy to the eaves which is constructed of aluminium to allow sufficient space for vehicles to be parked. The building forms an open car port structure and it is considered appropriate to remove permitted development rights to allow the construction of garage doors, in order to keep the building open and reduce unnecessary residential clutter.

35. Paragraph 193 of the NPPF sets out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to 'substantial harm', 'total loss' or 'less than substantial harm' to its significance. Harm to the significance of a designated heritage asset can arise from its alteration, destruction, or from development within its setting.

36. In the case of the proposal site, the setting of the church, listed wall, barn 7, Prebendal Farmhouse, Bramling Cottage, existing barn 6 and 8 as well as the character and appearance of the Conservation Area, is defined by the rural, agricultural character. The main harm caused as a result of the development is through the change of use of the barns to residential and physical alterations to the barns, along with the additional built form which impacts upon the rural, agricultural setting of the designated and non-designated heritage assets, harming their significance. Further the proposal has a direct impact on historic barn 7 (designated heritage asset) and barn 6 (non-designated) as well as the listed wall, due to alterations which impact the architectural and historical significance of these structures.

37. It is considered that the proposal would maintain the rural character and setting of the site and wider Conservation Area, resulting in minimal removal of trees and vegetation, utilising an existing access from Icknield Way and retaining the existing layout of the farmstead. The barns which are to be retained and converted for residential will be converted in a sympathetic manner, retaining historic fabric and existing openings or replicating former openings whilst minimising new fenestration. The converted barns will appear authentic, retaining an agricultural appearance, thus preserving the setting and significance of the Conservation Area and surrounding heritage assets. The scale and design of the new build elements is not considered to add significant built form within the rural context of the site, particularly considering the demolition of the large modern agricultural barns at the centre of the site. The new build element to Plot 3 (existing barn 7), will appear subservient to the listed historic barn 7, and will be located no closer than the existing development to the Grade I listed Parish of St Marys Church, thus preserving the setting of the church. Although there will be some removal of historic fabric for the windows and doors to facilitate the conversion of barn 7, this has been kept to a minimum and overall, the works to the barn will preserve both its integrity and special architectural and historic interest. The alterations to barn 6 (non-designated heritage asset) also retain the agricultural character of this building and its architectural and historic interest. The repairs to the listed wall, which will be subject to condition to provide further detail to ensure traditional construction methods and materials are used, will prevent further erosion/decay of the wall, thus preserving its significance and the setting of the heritage assets. Further, it should be noted there are no alterations to existing barn 8 (non-designated heritage asset) and that

the rural setting of this heritage asset is maintained. Overall, it is considered the proposal will maintain the rural setting of the site and agricultural character of the barns, thus preserving the setting and significance of the heritage assets in accordance with Policy EN10 and the provisions of the NPPF. Further, the special architectural and historic interest of the listed structure and building of local interest will be preserved in accordance with Policy EN10 and the provisions of the NPPF.

38. The Planning Practice Guidance sets out that whether a proposal causes 'substantial harm' will be a matter for the decision maker and, in general terms, 'substantial harm' is a high test, so it may not arise in many cases. In this case, it is not considered that the harmful impacts on the Conservation Area and to the setting and significance of the listed building, wall and other non-designated heritage assets would attain this high threshold. For the reasons set out above, the harm to the significance of the designated and non-designated heritage assets is deemed to amount to "less than substantial harm".

39. Paragraph 196 of the NPPF requires that where a development proposal will lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate securing its optimum use. Further, paragraph 197 states the effect of an application on the significance of non-designated heritage assets should be taken into account and a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

40. It is necessary to determine what, public benefits the proposal will bring about in order that they can be weighed against the 'less than substantial harm' to the setting and significance of the designated and non-designated heritage assets. In this case, the public benefits are identified to be the benefits to the long term preservation of the historic buildings and wall which the change of use would bring about through maintenance and restoration, whilst also providing much needed housing to contribute to the Borough's 5 year housing supply short fall. It is deemed that this public benefit will outweigh the 'less than substantial harm' (and at the lower end of less than substantial harm) caused to the setting and significance of the designated and non-designated heritage assets. The proposal will therefore comply with the NPPF and Policy EN10, preserving the setting and significance of the designated heritage assets identified, including the Bishopstone Conservation Area, the listed building and wall within the site, Grade I Listed Parish Church of St Mary and the other identified non-designated heritage assets including Bramling Cottage, Prebendal Farm House and existing barns 6 and 8.

Highway Access and Parking Provision:

41. Policy TR1 (Sustainable Transport Networks) seeks to reduce the need to travel, and supports and encourages the sustainable, safe and efficient movement of people and goods, whilst Policy TR2 (Transport and Development) requires that development provides access that is appropriate to the scale, type and location without detriment to highway safety and local amenity and that parking provision is provided in accord with the Councils adopted Parking Standards. The NPPF at paragraph 108 requires development to provide safe and suitable access and at paragraph 109 details that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

42. The site fronts Icknield Way, a classified highway. The site is abutted by existing low

density residential development and lies within a reasonable walking distance of services and facilities within Bishopstone, including bus services. The principle of residential development at this location is therefore acceptable on accessibility grounds in accordance with Policy SD1. The development proposes utilising the existing access from Icknield Way and closing the West End Lane access. The West End Lane access falls outside of the applicants ownership and it has not been demonstrated that the required visibility splays here could be achieved. In respect of the Icknield Way access, Highways Officers initially were unable to support this access due to insufficient information submitted in respect of vehicular visibility splays with the incorrect location of ATC and the road speed survey being carried out during the school holidays. They also required a passing bay to be accommodated at the site access to avoid reversing movements to the detriment of road safety. Highways Officers now confirm that the correct visibility splays for the speed of the road can be shown, and therefore the road speed survey issues are negated. A passing bay has now been provided to the highway officer's satisfaction, avoiding potential reversing movements onto Icknield Way. Highways officers recommend no objection be raised to the scheme, subject to conditions. The scheme is deemed to be in accordance with Policy TR1 and TR2 of the adopted Swindon Borough Local Plan and the NPPF.

43. To comply with the Councils adopted Parking Standards, all dwellings must provide two parking spaces (three parking spaces in the case of a dwelling exceeding 5 bedrooms). Provision for secure cycle parking at a rate of one per unit must also be provided. The layout plan shows adequate parking for each dwelling with 2 spaces per dwelling accommodated within double garages along with cycle storage for each dwelling and 6 visitor parking spaces, in accordance with Swindon Borough Council's Parking Standards and Policy TR2.

Residential Amenity:

44. 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.

45. The nearest residential properties to the development site are Brambling Cottage and Summer Cottage to the west, Prebendal Farmhouse to the east and residential properties to the south on the opposite side of Icknield Way. As most of the barns are existing and the new replacement building at Plot 4 will be of a lesser scale than the former barn, the proposal will have limited impact on neighbouring properties in respect of loss of light, outlook or visual dominance. Further, it is considered existing amenity levels in respect of privacy will be maintained. The neighbour at Brambling Cottage raised concern in respect of overlooking from the rear dormer windows proposed for plot 1. These windows were roof lights as opposed to dormer window, but have now been removed from the scheme, thus addressing the neighbours concerns in this respect. Whilst there will undoubtedly be some increase in noise associated with a residential development of 5 dwellings, there is no reason to suggest that this would be unacceptable, particularly considering the noises of the former working farm.

46. It is evident that the future residents of the development would also benefit from suitable amenity levels in terms of privacy levels, outlook and access to light. Each dwelling would also benefit from an adequately sized private garden space. With regard to residential amenity the development is compliant with Policy DE1 of the adopted SBLP and the Residential Design Guide.

Landscape and Trees:

47. Policy EN5 of the Swindon Borough Local Plan seeks to protect and enhance the character and quality of the environment, and development will only be permitted where it takes account of this. The village of Bishopstone is located within the North Wessex Downs Area of Outstanding Natural Beauty, with the development site abutting the AONB boundary to the south. Part C of Policy EN5 states that proposals which are within or abut the AONB must accord with the relevant criteria set out in the AONB Management Plan and paragraph 172 of the NPPF acknowledges that great weight should be given to conserving landscape and scenic beauty. The Council's Landscape Officer raises no objection to the principal of the scheme, although notes that the vegetation is an important part of the character of the site and the roadside and it must be retained and protected during the construction stage. A detailed tree survey was requested. An arboricultural report has now been submitted indicating the trees on site to be retained and protective measures. This is deemed to be acceptable by Landscape Officers.

Biodiversity:

48. The NPPF requires biodiversity to be taken into consideration during the determination of applications, with any harm to biodiversity suitably mitigated. Policy EN4: Biodiversity and Geodiversity of the Swindon Borough Local Plan is also relevant. The planning application is supported by a Bat Roost Survey Report which has identified that the farm buildings are extremely important for bats, with one of the species confirmed roosting in the buildings being one of the most protected species in Britain. The Council's Ecologist requested further information and clarity during the processing of the application. The applicant subsequently provided this, including an updated bat roost survey with ecology recommendations including mitigation measures and it is now felt that, subject to conditions the development will cause no unacceptable biodiversity related harm and is thus compliant with Policy EN4 of the adopted SBLP and the NPPF. It must however be conditioned that an external lighting strategy is submitted and agreed prior to works starting on site.

S106 Planning Obligations:

49. In accord with Policy HA2 of the Swindon Borough Local Plan, affordable housing will be sought on all suitable sites proposed for development that comprise 15 or more dwellings or on sites of 0.5 hectares or more. The proposed development is for 5 units and the site area is 0.41 hectares. Therefore there is no obligation to provide affordable housing.

50. Under the provisions of the on-line Planning Practice Guidance Paragraph: 023 Reference ID: 23b-023-20190315 (Revision date: 15 03 2019), this site falls under the definition of a small scale development site. This paragraph states that planning obligations (including for affordable housing) should not be sought from certain types of development: *"Provision of affordable housing should only be sought for residential developments that are major developments. For housing development, major development is defined in the National Planning Policy Framework as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000 square metres or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015."*

51. The site size and development is below the threshold for which affordable housing or open space contributions are triggered, or can be sought. For this reason, the requirements of adopted Policy EN3 (Open Space) have been overridden as a material consideration in

this instance by the PPG and s106 obligations for these should not be secured for these contributions.

Infrastructure Requirements:

52. The overarching infrastructure policy framework is set out through Policy IN1 of the adopted Swindon Local Plan. The Community Infrastructure Levy Charging Schedule was adopted on 26th March 2015.

53. The Community Infrastructure Levy Regulations 2010 (as amended) 'CIL Regs' came into force on 6th April 2010. The CIL Regs Regulation 122 embedded three of the five tests of Circular 05/2005 as statute. 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.

Compliance with Regulation 122 is therefore material to any contributions that will inform a decision to grant planning permission.

54. The proposed development constitutes CIL liable development. The site is located within the current adopted CIL Charging Schedule Residential Zone 2, and as such a CIL liable informative should be added to any decision notice issued

Representations which have not already been addressed:

55. With regard to the comments raised within the representations section that have not already been covered above, the following is noted:

- Bishopstone Parish Council requested a pedestrian link through the site. This has been explored with the developer, who consider that this is unnecessary as there are no pedestrian facilities outside the site to link to, and would terminate to the immediate west of the development site. Further they note formal footways are largely absent within the vicinity of the site and around Bishopstone, and as such the existing pedestrian link between the site and the centre of Bishopstone is considered appropriate and in keeping with the surrounding pedestrian network. Whilst increased pedestrian permeability to the surrounding area can be a benefit to a scheme, this factor alone could not result in sufficient reason to refuse the scheme when considering its benefits as a whole. There is no existing public right of way through the site and therefore the proposal would not result in the obstruction of any existing right of way. In short, there is no reason why the developer would be expected to provide a right of way through the site, and no reason to refuse the application on the basis that they don't provide one.
- Bishopstone Parish Council has requested traffic calming measures along Icknield Way. Given the size and scale of the development and the number of trips generated, it is not necessary or reasonable to condition that this is provided.
- Bishopstone Parish Council raised concern with the loss of an existing tree to accommodate an on-site passing bay, and the urbanisation of the access. The proposed passing bay has been reduced in size and the existing Yew tree is to be retained, reducing urbanising aspects of the access.
- The resident of Brambling Cottage has expressed a desire to move their own current parking from front of property to side and would like to understand how this could be integrated. However, this does not form part of the consideration of the current

application and the relevant permission for this property would need to be applied for and assessed separately.

- The resident of Brambling Cottage also raised concern regarding works to the party wall/retaining wall to rear of their property. This is not a matter for planning and must be covered under Party Wall legislation.

Conclusion:

56. The principle of residential development is acceptable at this location, being within the rural settlement boundary of Bishopstone and the number of units being proportional to the function and size of the village. Special attention has been paid to the desirability of preserving listed buildings and preserving or enhancing the character and appearance of the Bishopstone Conservation Area. The proposed development is considered to have been carefully designed to respect its historic setting within the Conservation Area, retaining and reflecting the former agricultural character of the site and preserving the setting and significance of nearby designated and non-designated heritage assets. The proposal will result in 'less than substantial harm' (and at the lower end of the scale) to the setting and significance of these heritage assets. The scheme has benefits for the maintenance and long term preservation of the existing historic farm buildings and listed boundary wall, which together with the provision of much needed housing to contribute to the Boroughs 5 year housing supply short fall, is considered to outweigh the 'less than substantial harm' identified to the heritage assets. The proposal will safeguard the amenity of existing residents whilst also providing a good standard of amenity for new residents. The proposal is supported in Highway terms, providing safe and suitable access and sufficient parking facilities. For these reasons, it is recommended the application be GRANTED subject to Conditions.

Recommendation:

57. That Planning Permission be GRANTED with Conditions.

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 decision shall be in respect of the following drawing numbers, plans and information received by the Local Planning Authority:

Existing Plans: 17020-02, 17020-03, 17020-04, 17020-05, 17020-06, 17020-07, 17020-08, 17020-09 received on the 22nd October 2018

Proposed Plans: 101631-T-004 Rev A, 101631-T-003 Rev A, 17020-16 received on the 22nd October 2018, 17020-11 Rev B, 17020-12 Rev C, 17020-13 Rev B, 17020-15 Rev B, received on the 12th March 2019 and 17020-14 Rev C received on the 18th March 2019, 101631-T-005 Rev B received by the Local Planning Authority on the 20th March 2019 and 17020-10 Rev D received by the Local Planning Authority on the 21st March 2019.

Supporting Information: Planning Design and Access Statement received 22nd October 2018, Condition Appraisal of Redundant Agricultural Buildings (dated 22nd May 2017)

received 22nd October 2018, Bat Roost Survey Report (dated January 2019) received 11th February 2019, Heritage Statement (dated July 2018) received 22nd October 2018, Transport Assessment Report (dated 20th August 2018) received 22nd October 2018, Arboricultural Impact Assessment (dated 25th January 2019) received 11th February 2019. Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

3. Notwithstanding the approved plans and prior to the commencement of the proposed works, full details of the following shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details, unless further consent in writing is given by the Local Planning Authority.

- i) Full details of any new hard landscaping materials, details of soft landscaping and boundary treatments that divide properties, details of brick piers to entrance;
- ii) Details of the methodology utilised in repairing and applying new lime pointing to the historic wall and Plot 3,
- iii) Details of the proposed ramp to proposed Plot 3 including details of any associated hand rail and balustrading;
- iv) Details of how the structural defects as raised in the Surveyor's report are to be dealt with, such as cracking to walls, roof reinforcement and rebuilding/ repair of walls;
- v) Full details consisting of sections at a minimum scale of 1:5 and elevations at 1:20, of all window joinery including exterior finish, glazing bar arrangement, method of opening and thickness of glazing panel;
- vi) Full details and location of proposed external pipes, vents and flues, including their colour and projection from the façade/roof

Reason: To ensure the details and appearance of the development is satisfactory and to preserve the special interest of the conservation area and historic buildings

4. Prior to the occupation of any residential development hereby permitted, the boundary treatments shall have first been installed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be retained in accordance with these approved details unless approved in writing by the Local Planning Authority.

Reason: In the interests of amenity and to ensure the character and appearance of the development is acceptable.

5. Notwithstanding the submitted plans, the vehicular access to serve the new development shall not be brought into use until visibility splay lines have been submitted to and approved in writing by the LPA, 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 ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety.

6. The vehicular access to serve the new development shall not be brought into use until the passing bay is provided in accordance with dwg no.17020-10 Rev D and 101631-T-005 Rev B and shall thereafter be retained for as long as the development remains on site

Reason: In the interest of highway safety.

7. Construction work associated with the development hereby permitted shall only take place between 08:00 - 18:00 Monday - Friday and 08:00 - 13:00 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of amenity.

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

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order), no development as specified in Schedule 2 Part 1 Classes A-H, other than those expressly authorised by this permission, shall be carried out without express planning permission first being obtained from the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development and to safeguard the character and visual amenities of the area

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, the garaging serving Plots 1, 4 and 5 shall be retained as an open car port and no garage doors shall be installed.

Reason: To preserve the special interest in the historic buildings

10. The proposed rooflights shall be of a 'conservation type' which finishes flush and does not protrude from the plane of the roof.

Reason: To preserve the special interest of the historic buildings and avoid an unsatisfactory appearance and clutter to the roof.

11. No glass other than obscure glass manufactured to a privacy level of 4 or above shall be used in the glazing of the first floor windows in the south side elevation of Plot 2 and the west side elevation of Plot 4.

Reason: In the interests of residential amenity.

12. Prior to the occupation of any residential unit hereby permitted, the vehicular parking facilities shall have first been provided in accordance with the submitted plan [drawing no 17020-10 Rev D], and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure adequate parking facilities are available within the site.

13. Prior to the occupation of any residential unit hereby permitted, cycle parking facilities shall have first been provided on site in accordance with the submitted plan [drawing no 17020-10 Rev D]. The bicycle parking facilities shall thereafter be kept available for such use at all times and for no other purpose.

Reason: To promote and encourage sustainable transport and travel.

14. Prior to the first occupation of the development hereby permitted, the bin storage areas shall have first been provided as per the approved plans and shall thereafter be retained for as long as the development remains on site.

Reason: In the interest of amenity.

15. No development 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 before any development begins.

Reason: To ensure any contamination of the site is identified and appropriately remediated.

16. In the event a remediation scheme is required as set out by the circumstances in Condition 15, the remediation scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved timetable of works and before the development hereby permitted is first occupied. Any variation to the scheme shall be agreed in writing with the Local Planning Authority in advance of works being undertaken. On completion of the works the developer shall submit to the Local Planning Authority written confirmation that all works were completed in accordance with the agreed details.

Reason: To ensure any contamination of the site is identified and appropriately remediated.

17. 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 any contamination of the site is identified and appropriately remediated.

18. The development shall proceed in accordance with the bat mitigation scheme supplied with the application 'Bat Roost Survey Report (v6 Final Amended, Colmer Ecology, January 2019)', together with the ecology recommendations set out in Section 5, subject to any variation required by Natural England under the licence issued,

Reason: To safeguard and mitigate against harm to bats identified on site and in the interests of ecological enhancements.

19. Prior to the commencement of works on site, an external lighting strategy which includes details of lighting in the open garages, shall be submitted to and approved in writing by the Local Planning Authority in accordance with "Bats and artificial lighting in the UK" (Institute of Lighting Professionals, 2018).

Reason: To safeguard and mitigate against harm to bats identified on site

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

- i. specify the type and number of vehicles;
- ii. specify the point of construction access and access route to the site;
- iii. set out details of the parking of vehicles of site operatives and visitors;
- iv. set out arrangements for the loading and unloading of plant and materials;
- v. set out arrangements for the storage of plant and materials used in constructing the development;
- vi. set out arrangements for wheel washing facilities;
- vii. specify the intended hours of construction operations;

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

21. Prior to the commencement of works on site in connection with the development hereby permitted, the trees shown for retention in the Arboricultural Impact Assessment & Method Statement dated 25th January 2019 shall have first been protected by the erection of temporary protective fences as shown in the Arboricultural Impact Assessment & Method Statement. The fencing shall remain until such time as, approval for removal, has been confirmed in writing by the Local Planning Authority.

Reason: To ensure that adequate protection is afforded to the trees on the site.

22. Prior to the commencement of works on site in connection with the development hereby permitted, a scheme of landscaping to include a planting schedule and timetable of works, shall have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented as per the approved timetable. Any tree or shrub planted in accordance with the scheme which is removed, dies or becomes diseased within a period of five years from first being planted, shall be replaced by one of a similar size and the same species.

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

Informatives

1. 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. The applicant is reminded that they will be required to apply for a protected species license from Natural England. Further information can be found at:

<https://www.gov.uk/guidance/wildlife-licences>

3. 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. 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

End of Report