

SWINDON PARISH COUNCIL

PLANNING APPLICATION COMMENTS

1 DOCUMENT INFORMATION

Planning Reference:	20/00759/FUL	Application Date:	25 th February 2021
Application Title:	Demolition of a dwelling and the erection of 265 dwellings (Use Class C3), new vehicular and pedestrian access off Manor Road, attenuation basin and ancillary infrastructure.		

2 INTRODUCTION

Swindon Parish Council objects to this planning application Ref 20/00759/FUL.

The following sections set out our specific objections. Many of our comments from the previous consultation and the preceding planning application remain unchanged (see section 3). Our additional comments regarding the specific changes made to the application since the previous document are provided in Section 4 to 10.

We are disappointed with the lack of collaborative discussion from the developers for this application. There has been no interaction with Swindon Parish Council on this specific application. We **again** invite the developer to engage with us. Such engagement will ensure that the proposed development is of the highest quality and supports the local community.

3 PREVIOUS COMMENTS BY THE COUNCIL

Swindon Parish Council has previously tendered comments regarding the original 20/00759/FUL proposal submitted on the 14th May 2020. While the developer has amended the proposal, we believe that many of our original comments have not been addressed and are still very much relevant and important when determining this revised application. These include:

- Section 3 – Alignment with Planning Policy Elms Park Outline Application & Phasing, particularly with regard to the continued use of parameters presented in the Elms Park outline application (16/02000/OUT), which is inappropriate as it has yet to be determined.
- Section 5 – Traffic, Access, Footpaths & Travel Plan, specifically the complete lack of any credible evidence or substantiation using appropriate modelling tools that demonstrate journey time and reliability on the local road network will not be adversely impacted.
- Section 6 – Air quality, Noise & Ecology, noting that we welcome the inclusion of a noise impact assessment in this revised proposal and have included comments on this in section 6.
- Section 9 – Sustainability, Energy & Waste.
- Section 10 – Compliance.
- Section 11 – Local Engagement.

4 DESIGN, APPEARANCE & CHARACTER

4.1 SITE SECTIONS, LEVELS AND CONTEXT

- 4.1.1 The proposed application for 260 houses is a significant development and the submitted details and information should reflect the considerable change that will result from its construction. The submitted drawings do not enable an evaluation to be made of the impact that this development will have on the area or enable comparisons to be made with the levels, heights and proximity to

the existing levels, heights and positions of the buildings and infrastructure. Such information is required to understand how the proposed buildings rise through the steeply sloping site.

4.1.2 Some of the street elevations show gradual gradients but there is no common datum to act as a reference to all of the street elevations, there are no ridge levels provided or section levels indicated and there is insufficient detail to be able to compare the levels of one street elevation with the levels of the other street elevations.

4.1.3 The proposed building heights, the stark and blocky massing of the proposed building blocks and the considerable rise in levels across the site should all be reflected in a way that they can be fully understood.

4.1.4 The submitted site sections and street elevations should:

- Be provided using a common and consistent datum for all elevations.
- Include Dog Bark Lane, Manor Road, adjoining land and green spaces.
- Illustrate the locations, heights and of proximity of the commercial / industrial buildings that the applicant has stated should dictate the character of the proposed development.
- Include levels.
- Should clearly indicate the relationship between the heights and levels of the proposed buildings and the existing buildings, roads, and footpaths.

4.2 DOG BARK LANE

4.2.1 Prior to this application being considered we request that the planning committee should visit the site and view the levels on the development site and how visually and physically remote Dog Bark Lane is from the tall and blocky commercial and industrial units referred to by the developer.

4.2.2 Figure 1 to Figure 5 illustrate that the point that Dog Bark Lane has a very rural character despite the access being located on the opposite of Manor Road from Spirax Sarco. At the junction of Dog Bark Lane with Manor Road there are almost no visual references to the wider commercial elements along Manor Road and Runnings Road. We firmly believe that this location is an extremely important and sensitive link between Elms Park and Swindon Village and therefore the houses proposed for Dog Bark Lane should reflect a residential and varied character similar to those in new residential developments in other areas such as Winchcombe. We also believe that the blocky style is inappropriate.



Figure 1: View south from Manor Road towards Dog Bark Lane and Elms Park.



Figure 2: Entrance to Dog Bark Lane

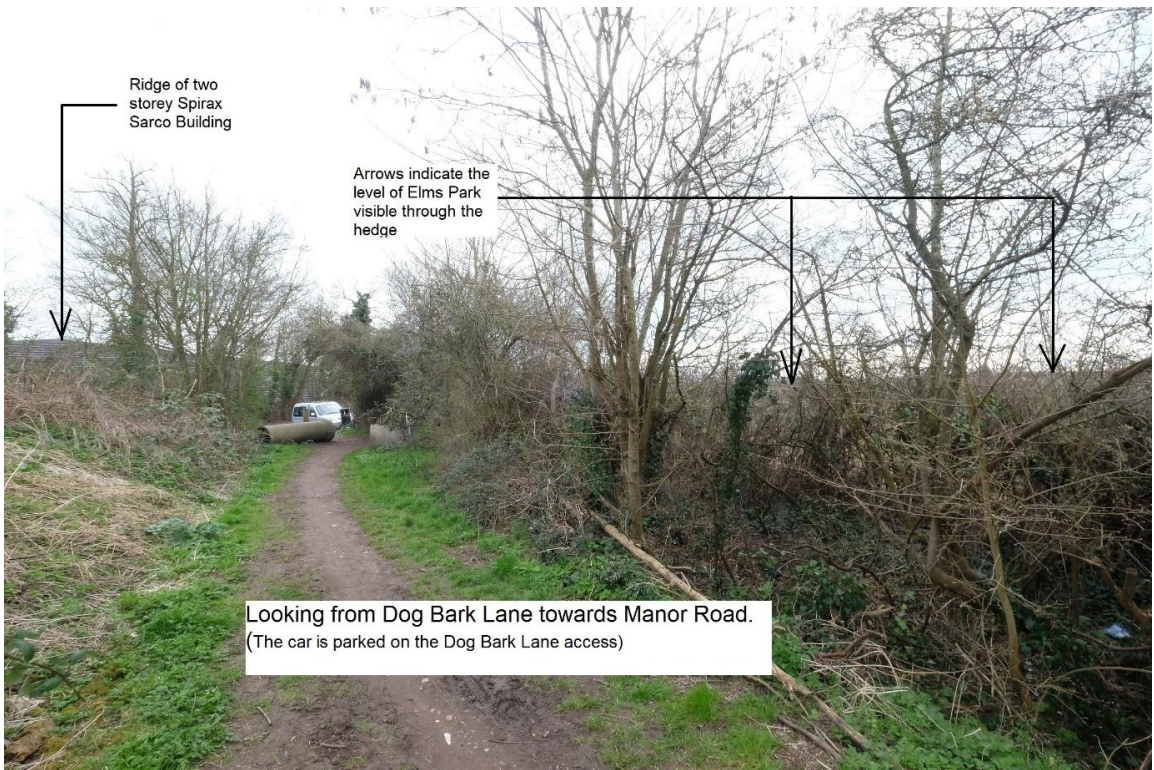


Figure 3: View East along Dog Bark lane, towards Spirax Sarco.

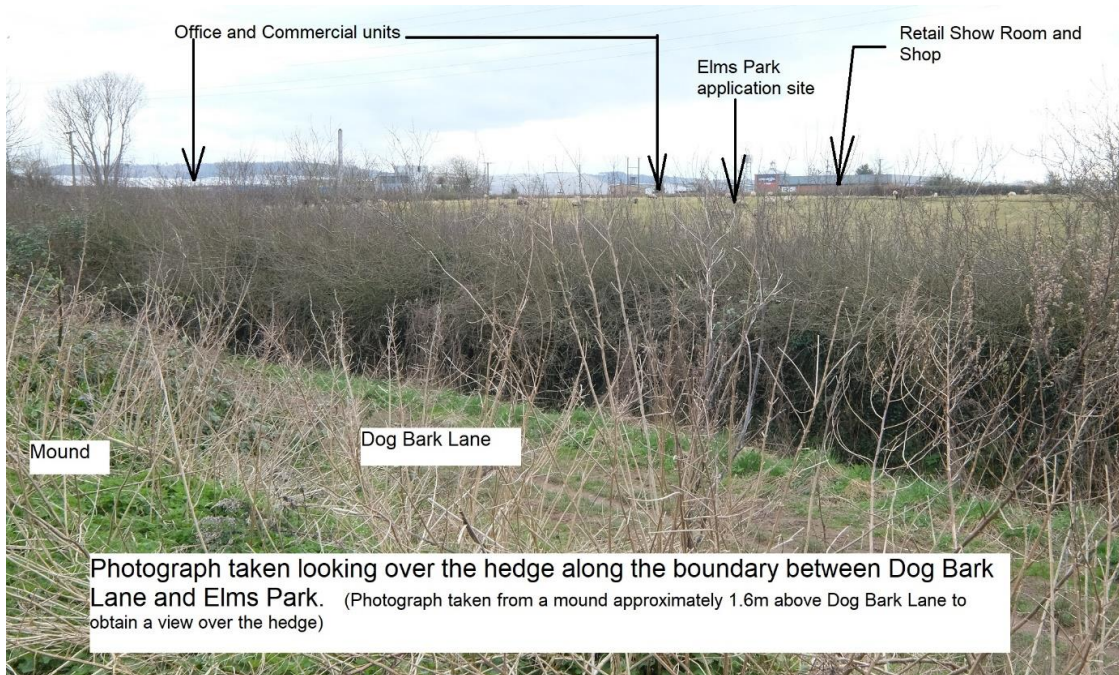


Figure 4: View South West from Dog Bark Lane.



Figure 5: View North East along Manor Road, opposite Spirax Sarco.

4.3 POSITIONING OF THE THREE STOREY BLOCKS

This proposal does not acknowledge the following statement contained in the Heritage Statement submitted in response to the original submission for this development: *'A full setting assessment has concluded that the Site is an element of the wider setting of the Swindon Village Conservation Area that currently makes a positive contribution to its significance. As such, development within the Site would likely result in less than substantial harm to the significance of the Conservation Area through alteration of its setting.'*

- 4.3.1 The developer has chosen to focus in their Design Approach, stated on page 58 of their Design and Access Statement, on *'An increased scale, linear/boxy massing, and industrial vernacular of the built form will mirror characteristics of the adjacent uses to help ease the transition into a residential area.'*
- 4.3.2 If the developers stated Design Approach is to be accepted, it should result in the taller 'linear/boxy units being placed on those boundaries that are nearest to the industrial and commercial units. This would allow for a stepping down in the heights of the proposed buildings and their perceived massing as the development extends towards the North East and South East boundaries and would create the *promised 'ease of transition into a residential area'* stated in the above quoted extract from the developer's Design Approach.
- 4.3.3 The Design Approach should result in units being constructed on the North East and South East boundary being residential in appearance and having a reduced massing (see . Instead of this

the developer is proposing to construct the repetitive, three storey dwellings in the most sensitive location facing the River Swilgate, the Conservation Area and the Open Ground between Elms Park and the Village.



Figure 6: The proposed building heights that the council believe adhere to the proposed design approach along Dog Bark Lane

4.4 MISLEADING INFORMATION

- 4.4.1 On page 37 of the Developers revised Design Compliance Statement there is a site layout plan that indicates that the terrace facing the junction of Dog Bark Lane with Manor contains a mix of 2 and 3 storey units.
- 4.4.2 Pages 62 and 63 of the developers revised Design and Access Statement contain a plan and Dog Bark Lane elevation D-D which only proposes three storey units. With two tall long blocks without gables or features to create any interest in the proposed façade.
- 4.4.3 The developer's proposal seeks to extend the industrial character and appearance of the trading estate along and important historic waterway and bridleway and shows a lack of interest in creating a link to the existing community.

4.5 PRECEDENCE

- 4.5.1 It is generally acknowledged that there is no such thing as precedence because each application is judged on its own merits. However, page 58 of the developer's revised Design and Access Statement Persimmon have provided photographs of three storey blocks from some distant location that they suggest provide precedence. The photographs are not of the industrial/commercial buildings that are in the Manor Road / Runnings Road area, possibly because there are many two storey units or tall single storey units in the area around the site.
- 4.5.2 We presume that Persimmon intend that the because units in the photographs illustrate a style that has been used elsewhere that it should automatically be accepted that the style of houses indicated should be used on this development. We disagree.
- 4.5.3 It is important that the character and scale of any proposed development from the should be considered not only in terms of avoiding a negative impact on the Conservation Area and the wider village but also that they respect the locations in which they are to be placed and the visual impact that they will have on those locations and their character.

4.6 THE DEVELOPERS DESIGN APPROACH

- 4.6.1 For the reasons set out below we believe that the positioning of the three storey blocks, particularly those that are proposed along Dog Bark Lane and those on the corner of Dog Bark

Lane and Manor Road are unacceptable. The houses along Dog Bark Lane should not exceed two storeys.

- 4.6.2 The design proposes that there should be an almost continuous ribbon of three storey blocks along Manor Road and Dog Bark Lane with the units that have the greatest visual mass being proposed along Dog Bark Lane. This is not only contrary to the developers own Design Approach statement but is in ignorance of the Heritage Statement. The developer is proposing that in this most important and sensitive of location to create the tallest barrier and make the most detrimental impact upon the area possible.
- 4.6.3 The proposed units will result in a 3-storey wall of housing enclosing the Elms Park development and visually shielding the Elms Park development from the Industrial developments on the outside.
- 4.6.4 As these units will be taller than the units on the opposite side of Manor Road their presence will not only emphasise the industrial prominence in the area but will also create a visual barrier between the existing community and the proposed development.
- 4.6.5 The prominence of the three storey blocks will become dominant not only in their height and massing but also in their intended boxy character and the existing rural character of Dog Bark Lane would be lost against the wall of urban 3-storey blocks.
- 4.6.6 Not only will the three storey houses be visible from the conservation area but being located along Dog Bark Lane they will dominate the skyline and become the prominent feature on the periphery of the Village and the Conservation Area. This would result in the Village becoming subservient to the new development.
- 4.6.7 The developer's proposal is to turn its back on the existing community and not to promote two-way integration and pedestrian flow.
- 4.6.8 We acknowledge that the three storey and two-and-a-half storey units proposed along elevation E-E (page 64 in the revised Design and Access Statement) will not have the same negative impact on Dog Bark Lane, the Village or the Conservation Area.

4.7 DESIGN COMPLIANCE STATEMENT

- 4.7.1 We do not concur with the conclusions reached on page 14 of the developer's revised Design Compliance Statement. The proposals for the submitted application only look inwards towards the submitted new development and the wider Elms Park scheme and do not consider the impact that the development will have on the existing green infrastructure that is enjoyed by existing residents along the River Swilgate or the impact that the new development will have on the existing Village.
- 4.7.2 This is underlined by such statements as: *'The development will be focused around an active and vibrant green space running through the middle of the site out into the countryside. This will be the main part of a sequence of green links and spaces located throughout the scheme. A Green Cushion of open space and planting will be delivered around the edges of the wider Elms Park development.'*
- 4.7.3 The Green Cushion referred to is located to the North of the wider development.
- 4.7.4 The developer's revised Design Compliance Statement does acknowledge that the existing Bridle Way and Public Right of Way that runs between Manor Road in Swindon Village and Lowdilow Lane in Elmstone Hardwicke and is routed alongside the River Swilgate will provide a green connection but there is very little recognition of the importance of this route within the developers proposals.
- 4.7.5 The map on page 16 of the developer's revised Design Compliance Statement contains a thick green line which we had thought traced the route of the existing Bridleway but it appears that it only follows the route for half of its length

4.8 DESIGN AND APPEARANCE

- 4.8.1 In stating their reasons for the 3 storey elements in their proposal the developer has referenced their intent to reflect the massing and character of the industrial units and have not acknowledge the need to create a residential link between the existing community of Swindon Village and the Commercial Park.

- 4.8.2 There is no acknowledgement that from the area of Dog Bark Lane there are no views to the wider commercial estate that would justify this approach. And yet the developer has proposed the 3 storey units with the greatest mass, blockiest and most repetitive for this location where they will be sited in close proximity to the existing bridle way and footpath which would completely overshadow it. Visually the mass and appearance of these units will have a negative impact on the existing rural character of the village and the conservation area.
- 4.8.3 The proposed 3 storey flat top units achieve the commercial appearance promoted by the developer in their Design Approach stated on page 58 of their Design and Access Statement and does reflect the 1960s and 1970s appearance of some of the older office buildings and blocks of flats on the local commercial/trading estates and in other parts of Cheltenham. The flat top buildings are listed as key buildings and they will stand out. Presumably as key buildings they are to be considered as being the most important feature buildings or perhaps creative links between the commercial and the residential. We presume that they are key to the industrial/commercial units rather than a 'nod' to the residential villas and older apartment blocks around Pittville Park.
- 4.8.4 We would prefer that the design of the development should seek to reflect the residential nature of the site and not to try and emulate the industrial and commercial developments.
- 4.8.5 The taller industrial units in close proximity to Elms Park are two storey and not three storeys. The three storey industrial units are far enough away from Elms Park for them not to influence the heights of the buildings particularly those along Dog Bark Lane.
- 4.8.6 If three storey units are to be included in this development, they should be on the boundary between the development and Gallagher Retail Park and only those units along Manor Road that face the unit currently occupied by Bence Builders Merchant.
- 4.8.7 Whilst we acknowledge that there are buildings that are designed and constructed using modern modular construction methods which can result in them being repetitive if they are not carefully designed. But we do not believe that methods of construction should result in either repetitive or a boxy appearance.
- 4.8.8 Neither do we that we should be asked to accept such industrial designs in areas of the site where they cannot be justified and where the buildings should reflect the residential nature of the area.
- 4.8.9 We should like to think that the developer would still be seeking to promote high standards of design with variations in materials, treatment and appearance and seek to promote a style of architecture that promotes harmony and interest.
- 4.8.10 As previously stated, the proposed street elevations do illustrate quite a high degree of repetition both in style and materials. We do not agree that this is appropriate and where the buildings are further away from the commercial and trade park buildings, we believe that there should be a greater variation in design, height and character which are not reflected in either the proposed residential themed buildings or in the industrial themed buildings that are proposed.
- 4.8.11 We believe that the buildings that face Dog Park Lane, the Village, the Green Open Spaces, the Conservation Area and the Flood Plain should be residential in appearance with a less repetitive style as is reflected in recent residential developments that have been constructed in other locations such as Meadow Fort Grange in Winchcombe.

4.9 STREET LIGHTING

- 4.9.1 The Village has a policy of no street lighting and we would like to be assured that streetlights will not be erected along the Dog Bark Lane Corridor.
- 4.9.2 We should also like to suggest that consideration should be given to the use of low-level bollard lighting within this phase of the development.

5 TRAFFIC, ACCESS, FOOTPATHS AND TRAVEL PLAN

5.1 TRAFFIC AND ROAD ACCESS

- 5.1.1 P.g. 22. Revised Design Compliance statement: 'Access to the site is proposed via a miniroundabout junction in the general location that a 'Secondary Vehicular Access' point is indicated on the Parameter Plan.' It is essential to note that this access point is defined as

Secondary Vehicular Access. However, this access point will be the primary and only access point for this development. As the outline application for Elms Park is yet to be approved, there is no guarantee that such primary access will ever be constructed. Even if it is, there will be a considerable time while the access via Manor road will be the primary access to site at time when the local road infrastructure is beyond its design capacity resulting congestion and extended journey times.

- 5.1.2 We note that Highways England has provided no objection; however their response relates to the strategic road network, in this case, the M5. They are not responsible for the local road network which this development will significantly impact; this being the responsibility of Gloucestershire County Council's Highway Team.
- 5.1.3 Our comments and recommendation in respect of this first phase application should not be misconstrued as advice in respect of the application for the wider site, which is still separately under consultation. A comprehensive transport assessment of the whole Elms Park site is still required to be undertaken.

5.2 FOOTPATHS & RIGHT OF WAY

- 5.2.1 We support that the cycle route has been given priority across the adjoining roads at their junctions with the spine road, as is the case currently on Princess Elizabeth Way.
- 5.2.2 The revised Layout Highways Note v3 Paragraph 4.1.2 states: *'The proposed cycle route terminates to the west of the proposed access roundabout. From here it is intended that cyclists can cross to the southern estate road, and re-join Manor Road from here to avoid using the roundabout (Figure 1).'* While it's positive that cyclists are provided with a direct route to manor road to avoid using the roundabout, we object to the placement of the termination of the cycle route, which is directly opposite a junction. This makes crossing what is presumed to be a busy road (as the main spine road into the development) directly into a junction. We suggest the cycle path terminates before the junction, and a crossing is provided.
- 5.2.3 Whilst we acknowledge the importance of considering safety for cyclists, we also promote the needs and safety of pedestrians of all abilities. This is a proposal that is only going to benefit cyclists arriving at and leaving Elms Park without any consideration being given to the impact that this proposal is going to have on people using the footpath.
- 5.2.4 The existing footpath along Manor Road is narrow and pedestrians that use it already struggle to find it a safe route. It would be unacceptable for pedestrians to have to beware of cyclists popping through the hedge in both directions to either access Manor Road or to access Elms Park.
- 5.2.5 Any Cyclist who chooses to exit the Elms Park development onto Manor Road would probably sit astride the footpath whilst they wait for a break in the traffic (especially if turning right). It is not acceptable that pedestrians should be deprived of the only footpath along Manor Road.
- 5.2.6 Similarly, any cyclist choosing to access the Elms Park development from the opposite side of Manor Road is very likely to cut across pedestrians who may not be aware that such a manoeuvre is going to occur.
- 5.2.7 The developer has proposed to increase the width of the footpath but the proposed point of penetration through hedgerow into Manor Road is just metres outside of the end of the developers intended extent of the proposed footway improvement works. Therefore, the developer does not indicate any works to create a safe link across the existing footpath and into Manor Road.
- 5.2.8 It is important that developers should, together with the Parish Council and Local Authorities, be working towards a network of linked cycleways a hedge hop-through does not in any way indicate any commitment to the creation and integration of a sustainable and co-ordinated linked network of footways and cycle routes.
- 5.2.9 Developments that are the size Elms Park and have a mixture of uses should design the ends of all pedestrian routes and cycleways through their developments to be able to connect to future cycle ways.
- 5.2.10 We believe that the developer should include a proper cycle path alongside their proposed footpath following the around the roundabout. There appears to be sufficient land to the north-east of the arm of the roundabout that gives access to the development to be able to move the proposed junction to include a cycle way. A connection point could be created on both sides of

Manor Road to allow cyclists to wait for a space without interfering with the flow of pedestrians. This cycle path could be used for others wishing to link through the Elms Park development.



Figure 7: Proposed Cycle and Pedestrian Path

5.2.11 The Proposed Pedestrian Access from the site on the bend in Manor Road between Dogbark Lane and the section of Manor Road leading to Tewkesbury Road. The design and suggested location for the pedestrian access that is proposed on to the bend in close proximity to Dog Bark Lane is unacceptable for the following reasons:

- It that has limited visibility for the drivers of vehicles approaching from Tewkesbury Road and Kingsditch Lane.
- There is already a pedestrian crossing at the junction opposite Spirax Sarco. This existing pedestrian crossing is in desperate need of upgrading to accommodate pedestrians, cyclists and disabled users.
- The construction of the access would necessitate the removal of a length of historic hedge that should be retained.
- This access was originally identified as an access and although not labelled as a vehicular access on the current drawing we would like to be certain that, should the pedestrian access be permitted, there would be no later agreement to an amendment to upgrade the access to accommodate vehicles.

6 NOISE

6.1.1 Spirax Sarco plant operating patterns are varied. Some operation generates significantly greater noise than others. The developers should confirm the operation modes that were present during the noise study to confirm that the results are reflective of the typical operational pattern. This is supported by qualitative evidence from local residents that the plant operation can be easily heard on the eastern stretches of Dog Bark Lane running along the boundary of the proposed development.

6.1.2 It is noted that traffic data from modelling assessing the cumulative impact of this development, alongside several other local developments has not been used to assess the noise impact. This is a significant shortfall in the application and does not represent best practise in the environmental assessment.

7 FLOODING & DRAINAGE STRATEGY

- 7.1.1 There is a recommendation that the attenuation pond is adopted by Severn Tent – but there must be a formal agreement of this before plans can be approved.
- 7.1.2 The Scheme Layout illustrates the location of an attenuation feature, which forms part of the proposals for drainage. Full details of the revised drainage proposals will be provided separately and delayed to the submission of this document. This is not acceptable. The full details regarding drainage provision and flood alleviation should be provided within this proposal (p73) to allow the planners to make an accurate assessment of the design to ensure sufficient flood alleviation methods will be in place.

8 ARBORICULTURE

- 8.1.1 Paragraph 2.6 of the Statutory Conditions (Page 23) contains the statement ‘The presence of any Tree Preservation Orders or Conservation Area designations that may affect the site has yet to be confirmed by Cheltenham Borough Council. Once this information has been received, the report will be updated accordingly.’ This is incorrect because a Heritage Statement was produced in response to the original submission for this application and includes the statement: “A full setting assessment has concluded that the Site is an element of the wider setting of the Swindon Village Conservation Area that currently makes a positive contribution to its significance. As such, development within the Site would likely result in less than substantial harm to the significance of the Conservation Area through alteration of its setting.’
- 8.1.2 Paragraph 4.9 of the Revised Arboricultural Assessment states: ‘*The hedgerows on site were largely unremarkable...The value of the hedgerows on site from an arboricultural perspective was therefore owed to their landscape contribution. This was due to their intact, wide habit and therefore their prominence within the landscape.*’
- 8.1.3 We agree that the hedges are of great value and that as well as defining routes and boundaries they promote biodiversity by supporting and providing a habitat for wildlife. Some of the hedges are more than 100 years old and add to the segregation of the residential areas from the commercial developments.
- 8.1.4 We acknowledge the intent to retain the hedges around the boundaries of the development including the hedge along Dog Bark Lane but we are concerned that the close proximity of some of the turning heads to the hedges may result in them being continuously cut back, damaged or even worse removed resulting in patches or lengths of new hedging.
- 8.1.5 Some developers offer to replace ancient trees and hedges with new planting but an ancient wood or hedge is irreplaceable and we would wish the developer to preserve as many of the hedgerows and trees as possible both in this application phase and in the wider Elms Park development.
- 8.1.6 The importance of the hedge along Dog Bark Lane is confirmed by the fact that it is probably a lot more than a hundred years old and that it is a wild life corridor with considerable biodiversity and that it is an amenity for both the old and new village. The Hedgerow Regulations Act of 1997 specifies that a hedge with 7 woody species in a 30m length is automatically important. (There is an unproven theory that this makes it 700 years old).
- 8.1.7 We are aware that the first 30 or 40 m of Dog Bark Lane are less interesting than the rest of it. The first 30 or 40m of the hedge are mostly blackthorn and hawthorn but there is the possibility that it could contain ash, elder, maple, hazel oak and privet but we cannot be sure until they are in leaf. Beyond the first 30 to 40m there are many different trees. We have not kept any records but in a count for Butterfly Conservation some years ago Dog Bark Lane turned out to be a very good site for butterflies and by inference lots of other insects. In a few weeks it will be the best place to hear the dawn chorus near the village and the flora is exceptionally good.
- 8.1.8 With reference to 8.1.2 paragraph 5.17 of the Revised Arboricultural Assessment, we accept that the quality of a hedge is reliant on good management and that at some stage in the life of a hedge that it will be trimmed. The trimming of hedges is carried out for many reasons including neatness, to thicken the hedge, to keep it under control, and, in situations where there is a health and safety risk for example alongside a road. The constant long term trimming of a hedge at the same height places a hedge under stress and can lead to a deterioration in condition but with sympathetic trimming can indeed thicken a hedge by creating new points from which growth can tiller out. Therefore, whilst we accept the need to trim hedges back to facilitate

construction we should like to be assured that the future management of the hedges will be carried out in such away to encourage their retention and continued presence and not to be perceived as a nuisance to be removed in the future.

- 8.1.9 With references to Hedgerow and Tree Losses detailed in paragraphs 5.21 to 5.26 we should like to know if consideration has been given to the relocation of any of the existing trees that have been identified for removal in this section of the document. The considerable length of hedge that separates the two halves of this proposed phase of the wider Elms Park development has been identified for removal. We should like to receive confirmation that, where possible, sections of the hedge will be used to reinforce and extend the lengths of retained hedge.
- 8.1.10 The report from Gloucestershire Wildlife Trust's Hedgehog Highways project in Swindon Village, hedgehogs have been identified as an important species which has a strong presence in the area - habitats include hedges and scrub, some of which will be lost through this proposed development. Hedgehog access must be provided through gardens, along with sympathetic garden and greenspace landscaping across the development, to retain this important habitat for hedgehogs.

9 SUSTAINABILITY

- 9.1.1 The provision of passive infrastructure is welcome but additional details of what is meant this phrase should be provided. The design should incorporate a 3-phase supply to each house as standard.
- 9.1.2 The local electricity distribution network distribution design should provide sufficient capacity to deliver support the maximum EV charging demand. This should be established by the developer as part of their application, along with any calculations and assumptions.
- 9.1.3 In this updated full application, there is no specific update regarding the Energy efficiency improvements to be made in response to the L Gov regulation 24 - future homes standard consultation. According to Government approved document L conservation of fuel and power, a new dwelling must be built to a minimum standard of total energy performance. Given that the developer already has visibility of this government standard, Swindon Parish Council expect that this site must follow this standard as setting the standard for the wider Elms Park development to future proof the homes and avoid future cost prohibitive retro fitting. More information can be found here: <https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings>

10 SCHOOL PLACE PROVISION

- 10.1.1 According to outline plans in according with the Joint Core Strategy, the Elms Park development was promoted to deliver sufficient schooling and medical provision. There is no school or medical provision during this phase 1 for 265 homes just a reference that this will be part of the wider Elms Park Development (page 18 design and access statement) yet no formal indication of when this provision will be made. The Closest school, Swindon Village Primary, has confirmed that it is currently full (420 children) and has no plans to expand.