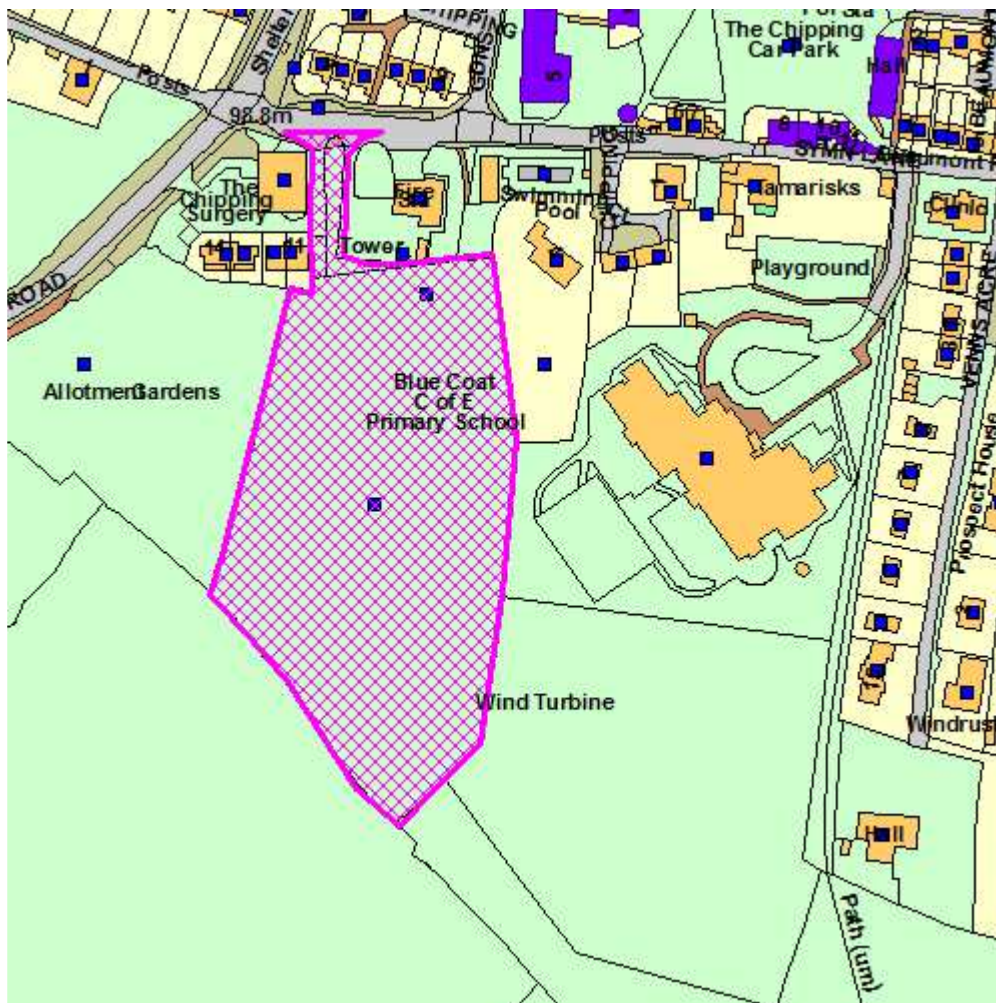




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Item No:	01
Application No.	S.17/2307/FUL
Site No.	PP-06445648
Site Address	Land South Of The Chipping Surgery, Symn Lane, Wotton-Under-Edge, Gloucestershire
Town/Parish	Wotton Under Edge Town Council
Grid Reference	375482,192982
Application Type	Full Planning Application
Proposal	Construction of 12 houses with access road and car park for 80 cars and 2 coaches.
Recommendation	Resolve to Grant Permission
Call in Request	Chair of DCC



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Applicant's Details	Colburn Homes Ltd 4 Lewiston Mill, Toadsmoor Road, Brimscombe, Gloucestershire, GL5 2TE
Agent's Details	Andrew P Jones Associates Hollybank , Stockwell Lane, Cleeve Hill, Cheltenham, GL52 3PU
Case Officer	John Chaplin
Application Validated	10.10.2017
CONSULTEES	
Comments Received	Kingswood Parish Council Archaeology Dept (E) Flood Resilience Land Drainage Biodiversity Officer Mr David Lesser Wotton Under Edge Town Council Development Coordination (E) Environmental Health (E) Policy Implementation Officer (E) Planning Strategy Manager (E)
Constraints	Affecting the Setting of a Cons Area Area of Outstanding Natural Beauty Within 50m of Listed Building Neighbourhood Plan Wotton under Edge Town Council Settlement Boundaries (LP) Single Tree Preservation Order Points
OFFICER'S REPORT	

MAIN ISSUES

- o Principle of development
- o Landscape impact
- o Highways
- o Design and appearance
- o Residential amenity
- o Public open space
- o Affordable housing
- o Ecology
- o Flood risk
- o Archaeology and Heritage Assets
- o Planning Balance



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- o Obligations

DESCRIPTION OF SITE

The application site is a field located on the edge of Wotton, adjacent to the allotments, doctors surgery, the fire station and the Blue Coats School.

The field slopes down from the fire station with the row of mature trees along the boundary with the school. To the rear of the fire station training tower is a mature horse chestnut tree. This is protected by a Tree Preservation Order.

The site is located outside the defined settlement of the town but is within the Cotswold Area of Outstanding Natural Beauty.

PROPOSAL

This proposal is for the construction a car park for 80 cars and 2 coaches. To fund the car park the proposal includes enabling development of 12 houses, 3 of which are affordable.

REVISED DETAILS

Revised plans received on 31 May 2018 identifying the proposed affordable housing.

06 Feb 2018 and 9 Nov 2017 Additional Highway information.

26 Jan 2018 Width of access increased.

11 Jan 2018 additional space around the tree protection area.

MATERIALS

Roof: Slate

Walls: Stone/render

REPRESENTATIONS

Statutory Consultees:

Wotton Town Council: Objection

Wotton-under-Edge Town Council voted 5 in favour, 4 against to object to this planning application for the same reasons as the previous application in January 2017, with the addition of the first reason regarding pollution:

- o Increased pollution effects on local children walking to KLB School and adjacent primary school from extra vehicular movements of 100 plus cars daily.
- o Site is not identified for development in the Stroud District 2015 Local Plan. This plan has already demonstrated a 5 year land supply in the district.
- o Site is outside the boundary of permitted development in Wotton
- o The National Planning Policy Framework (NPPF) only permits development in such greenfield sites if there would be no adverse effect on the landscape - this is not the case here as this is a highly visible site on the approach into the town.
- o Site is in the Cotswold AONB (Area of Outstanding Natural Beauty) thus of national significance
- o Access would be off Symn Lane, which is already congested with traffic from the main Chipping car park, Co-op car park, doctor's surgery, school, Fire Station, plus residential. The junction with New Road and Symn Lane is very congested at peak periods; visibility for pedestrians crossing New Road near the junction is very poor and



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additional traffic at this junction is a major safety concern for drivers and pedestrians. Children walk to KLB School and Blue Coat School along Symn Lane/New Road and their safety will be at increased risk. The congestion is also likely to cause delayed response times at the Fire Station - the retained firefighters will not be readily identifiable as such when they are driving to the station in their private vehicles. Therefore they will not be given priority access by other motorists using the new access road, which will serve not only the Fire Station, but also the new car park, doctor's surgery and housing development.

- o Regarding the proposed houses, the roof terraces with views to the south seem to be at odds with landscaping intended to obscure the houses from view.
- o Previous applications on this site have been refused by Stroud District Council Planning Authority.
- o If permission were granted for such a development on a green field in an AONB, this would set a precedent for the ravaging of the Cotswold landscape and render as useless Government planning policies designed to protect rural England.
- o The Developer's transport assessment has numerous flaws and the survey was carried out on a Wednesday afternoon, when the town is quiet due to half-day shop closing. It is therefore not representative.

The Town Council's response in terms of its relevance to Planning Legislation in the context of the 2015 Stroud District Local Plan is as follows:

CP1 - This development is not in accordance with the Local Plan as it is judged that the adverse impacts will not outweigh the benefits. The additional car parking proposed is not worth the loss of this prominent, greenfield site on the approach to the town in the AONB.

CP3 - 2nd tier settlements have "...the potential to provide for modest levels ...of homes...". Recent developments in Wotton (Potters Pond 46 homes, Water Lane, 24 homes and Stokes Bakery, 20 units, plus around 20 fill-ins) have already provided a modest level of development. Further developments are also planned for Dryleaze and Fountain Crescent. In addition, the significant developments in Kingswood and Charfield mean that the local area has had more than its fair share of modest development. Given that modest recent development has already taken place, this proposal is non-compliant with CP3.

CP4 - The proposal does not improve transport choice; the car park is not close enough to the services to be a viable option; it does not create safe streets and homes. A car park in this location is likely to attract anti-social behaviour and the additional traffic will pose a danger to pedestrians, motorists and impact Fire Station response times.

CP7 - The housing does not contribute to meeting the long term needs of the community. As evidenced in the recent Community Plan, residents are strongly against the provision of more private housing developments.

CP8 and CP9 - This development does not satisfy local housing needs - it does not include any affordable housing as outlined in the Community Plan.

HC1 - This proposed development is outside defined settlement limits. It would be an intrusion into the countryside and it would cause loss of an open space which is of importance to the character of the settlement. The proposed agricultural access could potentially lead to further development applications intruding further into the countryside. It would damage one of the gateways into the town. It will adversely affect the Horse Chestnut



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tree which is TPO protected. It would create a precedent for further development outside of the defined settlement limits and in the AONB.

Kingswood Parish Council: Objection

Kingswood Parish Council (KPC) has reviewed the new application and is disappointed that the developer has not taken the opportunity to address the concerns raised by KPC on Highways and visual impact. KPC retain their original objection to this application as follows.

KPC note that the proposed development is outside of the Wotton under Edge Settlement Boundary and on green space between Kingswood and Wotton. This would be contrary to Local Plan HC1 and to the Kingswood NDP Policy LA1. If permission was allowed at this location it could set a dangerous precedent. Furthermore there is no Visual Impact Assessment from the parish of Kingswood. The proposal would be contrary to Local Plan Policy ES7 and ES13 and Kingswood NDP Policy LA1. NPPF paras 14, 75, 109 and 115 reinforce the need to give great weight to protect valued landscapes in particular the AONB landscape, its scenic beauty and its setting. The proposal is on the escarpment and would be very visible from Kingswood.

KPC considered the need for parking in Wotton and considered that without improvements to the Wotton Road Symn Lane junction that the proposed car park is in the wrong place. There is frequent gridlock on Wotton Road and Bear Street with cars backs up to beyond the Symm Lane junction. No improvements to this junction have been proposed and the siting of a car park which would need to access at this point would significantly worsen the situation. In the opinion of KPC the siting of the car park would make Wotton Town Centre less sustainable not more. Residents from Kingswood may be deterred from coming to the town due to the access problems created. Symn Lane and Wotton Road are heavily used by pedestrians of vulnerable groups such as school children and the elderly. Without improvements to this junction the proposal would make it unsafe for pedestrians to access the primary school, doctors surgery and the secondary school.

Kingswood Parish Council object to the development as it is outside of the Settlement Boundary and would result in significant highways issues. Furthermore it is in an Area of Outstanding Natural Beauty (AONB) and that building in the green space between Wotton and Kingswood, there has been no visual impact assessment from Kingswood. The application is contrary to the adopted Local Plan and the Kingswood Neighbourhood Development Plan.

GCC Archaeology: No further archaeological investigation or recording required

GCC as Local Lead Flood Authority: Objection - lack of information.

GCC Highways: No Highway Objection

SDC Environmental Health: Recommends conditions and also raises noise and vehicle light issues.

SDC Senior Biodiversity Officer: recommends conditions



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SDC Policy Implementation Manager: In-principle acceptable subject to provision of 3 onsite affordable units.

Geoffrey Clifton-Brown - Member of Parliament for The Cotswolds - Support.

CPRE: Objects - outside settlement boundary, within AONB which should be given great weight to protect valued landscape. Not right place. Highway safety issues. Contrary to Local Plan.

Public:

A large number of public comments have been received both in support and objecting to the proposed scheme including on the previous withdrawn application. Petitions have also been received.

The Support comments can be summarised:

Support local businesses and local enterprise and keep Wotton thriving

Town is slowly dying and will become dormitory.

Support Wotton as tourist destination - coach parking.

Benefits outweigh other factors. Will not look unsightly.

Alleviate existing traffic and parking issues.

The field is of low agricultural value

Best hope for achieving the goal, only logical site.

The Objection comments can be summarised:

Outside settlement limit. Contrary to Policy.

Encroachment onto AONB, destroy beautiful area.

Spoil views and reason people come to Wotton.

Prominent position and ruin the approach to the town.

Impact on protected tree.

Questions the need for car park and houses.

Question sequential test of alternative sites.

Highway Safety concern regarding conflict between other highway users - pedestrians, fire station, school and Doctors.

Negative impact on narrow access.

Already high volume of traffic.

Signage for existing car parks needed. Too far from town centre.

No affordable houses, will not increase the local economy.

On going burden of maintenance and management. Too high a price.

Out of character properties. Houses not needed.

Attract anti-social behaviour

Air pollution to nearby School.

Affect privacy.

Cause surface water runoff.



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Land covered by a covenant.

Set a precedent - will eventually join Wotton-under-Edge and Kingswood.

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available to view at:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Stroud District Local Plan adopted 2015.

Policies together with the preamble text and associated supplementary planning documents are available to view on the Councils website:

www.stroud.gov.uk/localplan

Local Plan policies considered for this application include:

CP1 - Presumption in favour of sustainable development.

CP2 - Strategic growth and development locations.

CP3 - Settlement Hierarchy.

CP4 - Place Making.

CP5 - Environmental development principles for strategic growth.

CP6 - Infrastructure and developer contributions.

CP7 - Lifetime communities.

CP8 - New housing development.

CP9 - Affordable housing.

CP12 - Town centres and retailing.

CP13 - Demand management and sustainable travel measures.

CP14 - High quality sustainable development.

CP15 - A quality living and working countryside.

EI12 - Promoting transport choice and accessibility.

ES1 - Sustainable construction and design.

ES3 - Maintaining quality of life within our environmental limits.

ES4 - Water resources, quality and flood risk.

ES5 - Air quality.

ES6 - Providing for biodiversity and geodiversity.

ES7 - Landscape character.

ES8 - Trees, hedgerows and woodlands.

The proposal should also be considered against the guidance laid out in SPG Residential Design Guide (2000), SPG Residential Development Outdoor Play Space Provision, SPG Stroud District Landscape Assessment, SPD Planning Obligations (2017) Heritage Strategy SPA (2018) and IHCA SPD.

Cotswolds AONB Management Plan 2013-2018.



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The application has a number of considerations which both cover the principle of development and the details of the proposed scheme which will be considered in turn below:

PRINCIPLE OF DEVELOPMENT

The Local Plan has been adopted and the Council can demonstrate more than a 5 years housing land supply. Full weight should therefore be given to the adopted Local Plan, in accordance with paragraphs 12 and 15 of the NPPF. There is a presumption in favour of sustainable development as applied locally through the policies contained within the Local Plan. Consequently, decision makers should approve proposals that accord with the Local Plan without delay, but should refuse proposed development that conflicts with the Local Plan, unless material considerations indicate otherwise.

Wotton town centre is characterised by a mix of small shops including independent traders this is supported by a strong community including a cultural and leisure offering with functions and events, Under the Edge Arts, cinema as well as hotels, pubs, restaurants and cafes. With the rural nature of the catchment and a realistic assessment of the public transport options, car use is going to form an important part of how the community access the town centre for shops and other facilities. Therefore, to support the vitality and maintain the character of the town centre the parking issue has to be addressed.

The potential tourism benefit with both walkers starting from the town and the car park providing provision for buses also allows group visitors, has to be noted.

The Local Plan is positive about appropriate development that supports Wotton-Under-Edge's role as a Local Service Centre. The Plan also acknowledges that there is a shortage of public car parking and the supporting information sets out the long history of the search for additional public parking.

Parking has been an issue in Wotton for many years. The Town Council sort to address this back in 1989 to support town centre activities with a previous application for a car park. However, this application was refused.

The Town Council has also been more recently active with the issue prominent within the Wotton Community Plan 2005 and updated Community Plan 2016. The focus from these Community Plans was to bring forward and progress initiatives for additional car parking with the recognitions that inadequate parking provision was a constraint on achieving many of the Community Plan's other desired outcomes and improvements. The Town Council action plan for 2017-18 also outlined a need to look at car parking in Wotton which remains a priority.

The Town Council's working group has also been investigating the options with the Town Council and Chamber of Trade & Commerce starting discussions with the developer on this Symn Lane scheme. During pre-app discussions the Town Council were also supportive of the principle as outlined in the Wotton Annual Parish Assembly 22 March 2016.

SDC considered the introduction of charging and carried out a Car Park Review in 2011 which concluded that car park user experience difficulties in finding car parking spaces.



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Wotton Town Council carried out another car park survey 2016 this also demonstrated a desire for more parking, particularly long-stay with the Civic centre over-subscribed and the Chippings at capacity for long periods. It concluded that there was a need for around 80 spaces to meet the current shortfall and future demand.

The most recent survey was carried out by Arup as part of the SDC current parking review (May 2018). This showed that there was little spare capacity on the average weekday and almost none on a Saturday. The Chipping long stay car park is at full occupancy throughout the day and the short stay car park has limited free spaces, particularly during the hours of 9.30am- 12pm and 2-4pm. Potters Pond, with 24 spaces, exhibits greater demand on a Saturday than the average weekday.

With 85% occupancy being generally considered to be the figure whereby operational capacity is reached and people find some difficulty in finding a vacant space, all these policy and survey documents demonstrate that there is a specific ongoing need for a new car park. With the SDC review ongoing this proposed car park provision would not be viewed in isolation but would add to the other management options like potential charging/altering length of stay etc. that the review could address.

Whilst the SDC review highlights that there is limited industry wide data/research regarding the relationship between car parking provision and town centre prosperity, however, it does advocate an encouragement of a so called 'churn' of visitor/shoppers rather than single use. This related to the charging option being considered at both Civic Centre and The Chipping with this proposal potentially providing some longer stay facility allowing short stay closer to town.

In accordance with town centre and retail policies, a public car park intended to serve the town centre should, in the first instance, be located within designated town centre boundaries, then if no suitable sites are available to edge of town centre locations and then to out of town centre locations. The site is located within an edge of town centre location and a sequential assessment provided with the application has demonstrated that no alternative suitable sites exist within the town centre boundaries. This as well as the WTC working group have considered various other options which have again been highlighted by the public comments submitted on this application. These have included Renishaws, Tabernacle Rd, around the Chipping, Parklands and others with none being suitable, available or achievable.

The site is located outside settlement development limits on greenfield land and would involve an extension of development into countryside. With the need outlined above, the public car park is deemed to be an essential community facility and therefore an application solely for a public car park would be an acceptable use in an edge of town location in principle policy terms (CP15) subject to satisfying detailed landscape and design policies which will be address elsewhere in the report.

However, the proposal involves housing, which would extend built form into the countryside. General housing outside settlement development limits is not supported by the Local Plan development strategy except where, for example, it constitutes a replacement dwelling or enabling development to maintain a heritage asset. The explicit purpose of the housing



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development is as enabling development for the proposed public car park. The use of enabling development as a concept is only recognised in policy terms within the context of restoring a heritage asset, which is not proposed here.

The applicant has submitted an open book viability assessment which detailed the costings and viability of the proposed scheme. The contents of these assessments have to be treated as confidential because of the commercially sensitive nature of the information supplied. However, the assessment has been checked and verified by Officers and the District Valuer.

The District Valuer's Office is the specialist property arm of the Valuation Office Agency (VOA), which is itself a part of HM Revenue and Customs. The District Valuer provides independent valuation and professional property advice to bodies across the entire public sector, and where public money or public functions are involved.

The report justifies that the proposed houses are essential and are the minimum necessary to provide the public car park. This assessment has included the provision of the affordable housing as part of the viability of the scheme.

As addressed above, the need to deliver the car park is as a community facility and the long term discussion of this issue has demonstrated it could not be developed and financed in any other way. Whilst this enabling development is a departure from the Local Plan it constitutes a material consideration to balance against policies in the Local Plan.

LANDSCAPE IMPACT

The site is located within the Cotswolds AONB. Paragraph 115 of the NPPF indicates that great weight should be given to conserving the landscape and scenic beauty of the AONB which have the highest status of protection in relation to landscape and scenic beauty. Paragraph 116 indicates that permission should be refused for major development in the AONB unless in exceptional circumstances and where it can be demonstrated they are in the public interest.

Similarly Local Plan Policy ES7 places a priority on conserving and enhancing the natural and scenic beauty of the landscape, when there is a lack of alternative sites but goes a step further and only permits major development if they are in the national interest.

Paragraph 116 goes on to outline that consideration of major developments should include the need for the development and the impact on the local economy, consideration of developing elsewhere and whether any detrimental impacts can be moderated. These are matter for consideration if the scheme is major but are not a definition of what does constitute a major development.

The site is clearly over the threshold for advertising and in government returns as a major, but in this context it is noted that the NPPF does not provide a definition. The NPPG does state that it is for the decision maker, taking into account the proposal in question and the local context to decide. Recent appeals have been consistent with this approach notably locally at Holywell Farm (Oxford Law vs Stroud APP/C1625/W/17/3175953). This appeal concluded the local context was important when consider if a scheme is 'major' with a factual



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nature of the size and scale of development compared to that in its vicinity being considered and not the effect of the development on the AONB. The site-specific context of the 25 proposed dwellings at Holywell Farm was not considered to be a major development.

This scheme involves the provision of a car park which is not overly large and only 12 dwellings as enabling development. When seen in the context of Wotton (approx. 2344 dwellings) as a whole, also taking into consideration the adjacent housing and built development areas, the proposal is not considered as being major.

Whilst the proposal is not considered to be major, it clearly does not have a national level of importance and has been advertised as a departure from the Local Plan even though the exception circumstance of the need for a town car park and the benefit to the local economy are compliant with national guidance. This is a material consideration when reaching the planning balance.

The sequential test of other sites within the town centre and around the town has addressed the need to consider other alternative options and mitigation has been included within the proposal. With the need for car parking relates to the town centre it is not possible to test the proposal against sites beyond the sequential assessment already carried out on sites outside of the AONB as these would not met this location requirement.

The local character of the site is defined by its current land use as a sloping agricultural pasture. Field sizes in the area are small to medium in size, in irregular shapes being bounded by hedgerows and trees. The site is also located adjacent to the settlement with the built form of the fire station, including its training tower, the doctor's surgery and 4 adjacent dwellings prominent in the background of the proposal.

When viewed from above from Wotton Hill and part of the Cotswold Way, the site is seen in the wider panoramic view with the context of built form including the Dryleaze estate in the foreground and the school beyond. The open nature and views to the wider landscape are maintained.

From Kingswood side and this entrance to the town, the proposed site is also visible. However, any development is seen in the medium distance in the existing context with the fire station and tower not providing any overly attractive feature on the skyline. From nearer along New Road there will only be glimpsed views through gaps in the hedging. It is also noted that other residential properties along this escarpment are also already visible including dwellings on Merlin Haven.

Despite the open nature of views of the landscape beyond, the scheme is viewed in conjunction with the existing built form on this south boundary of the town. The proposal includes an ecological and planting buffer to the south and west sides. This helps create a transition between residential edge and countryside beyond. The scheme also retains the existing hedgerow, field patterns and the existing mature horse chestnut and row of trees on the school boundary.



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It is appreciated that vehicle parking on the land could become prominent in views, particularly due to the bright colour of some vehicles. However, vehicles would come and go and not be a permanent feature within the landscape. The proposed dwellings and the landscaping would also screen and break up the feared mass of parked vehicles.

In landscape terms, the proposed dwellings would be consistent with the size and mass of properties that would be expected within the town. The design and appearance are addressed elsewhere in the report.

Comments highlighting the outcomes of the recent Landscape Sensitivity Assessment, part of the Local Plan review, which identified that the site lies within a wider parcel of land that is highly sensitive to housing and employment development have been received and have been considered. However, the full land parcel considered (Wo02) runs the full length from Bradley Green all the way along to Bearlands with the site being only a small section which is not as prominent/sensitive as the wider area as a whole. Whilst it is acknowledged that the proposal will be visible it is considered that the proposed scheme will not compromise the key characteristics of the wider AONB or this part of it.

Whilst the proposal will be visible it will provide a significant community benefit in helping to support the town centre which outweighs the limited mitigated local harm to the wider landscape character and AONB.

HIGHWAYS

The proposed development is located to the south of the fire station on a greenfield with the proposed access off Symn Lane. Symn Lane is a local distributor road connecting residential areas to New Road and Haw Street which is a main road through the town.

The proposed access to the proposed car park is provided by way of a simple priority T-junction with the access forming the minor arm. Whilst consideration of a small roundabout has been given, in terms of traffic flow the County Highways Officer is satisfied that this access arrangement would be appropriate.

The creation of the access will require the removal of the existing road to the east of the surgery and will be constructed between the existing road and the fire station. A new access to the surgery car park will be created as well as an extension to the existing bound area serving the fire station.

GCC Highways have confirmed that a junction radii's of 10m would be sufficient for the likely largest vehicles to enter the estate road, in this case a 3 axle refuse vehicle and coach. The 2.0m footways have also been provided to tie into the existing provision. Following discussions the carriageway width has been widened to 6.9m to allow adequately space for two private motor cars to pass. The refuse vehicle and bus can pass one another except for at the junction with Symn Lane, however, there is sufficient inter-visibility for the approaching vehicles to see one another and to stop comfortably in order to give way, any delay associated with this would be minimal.



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The submitted drawings demonstrate the geometric parameters of the new priority junction with Symn Lane with acceptable visibility splay of 2.4m x 32m to the give way markings of the junction with Haw Street/New Road. The visibility splay to the south has been shown as 2.4m x 43m. Existing 20mph highways should provide visibility splays of 2.4m x 45m to the nearside carriageway edge. Although not demonstrated by the drawings the County Highways Officer has reviewed the details and confirms that 45m standard is achievable.

The applicant's highway consultant has outlined the trip generation of the residential element of the proposed scheme. This is derived from TRICS database of other similar schemes and is comparable to a TRICS trip rate review undertaken by GCC Highways. When taking into account a modal split representative of the area, a robust figure of the residential development trip generation is likely to be 51 two-way daily vehicle trips, with 6 movements occurring in the AM peak and 5 occurring in the PM peak.

GCC Highways are satisfied that this level of trip generation from the residential element would not cause a significant increase in Peak hour movements on the local network.

The submitted TA has stated that the proposed car park will generate 50 Peak hour trips consisting of 35 Arrivals and 15 departures with a daily trip rate of 240 movements assuming the car park will fill up 3x's its capacity over the course of a day. The size of the car park has also been slightly reduced in size following the submission of this figures.

It is agreed that the car park in its own right does not generate trips and will result in some reassignment of traffic to the car park that would have parked elsewhere within Wotton. It could be argued that these trips are already on the network and that their impact is already occurring and accounting for them would be double counting. However, on the contrary it can be argued that, as a result of a reassignment, the vehicles will be new to this particular part of the Local Highway Network and would be regarded as a new trip through the local junctions and therefore should be robustly evidenced and justified. Therefore, a junction capacity assessment has been undertaken to establish the impact of the trips generated by the car park and residential properties.

Junction capacity assessments have been undertaken using a suitable future year of 2021 which is the anticipated year the development will be fully built out and occupied. The junction assessment has considered both the residential development traffic and the robust proposed flows associated with the car park. The Haw Street/New Road - Symn Lane junction performance was sufficient to accommodate the proposed development with a max Reference Flow Capacity (RFC) of 0.63 in the PM peak. RFC's are generally accepted up to 0.85 which is the perceived acceptable level of capacity before queues and delays begin to appear prior to the junction reaching its design/theoretical capacity of 1 (100%) where queues and delays become significant and it can be said that the junction is saturated.

GCC Highways have confirmed that the capacity assessment has demonstrated that the proposed development will not have a significant impact upon the safe operation of the Haw Street/New Road - Symn Lane priority junction. The flow volume on Symn Lane may be perceived as quite an increase compared to current levels, however, the background traffic



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flow on the local network in this area is generally considered to be low. The provision of an alternative to onstreet parking may address the anecdotal evidence that queuing occurs.

The proposed site access junction with Symn Lane has sufficient capacity to accommodate the likely level of traffic travelling through it with max RFC's up to 0.08 for right turners into the site from Symn Lane.

The layout of the car park is sufficient with appropriate aisle widths to facilitate manoeuvring into and out of the spaces. The car park entrance can provide sufficient emerging visibility commensurate with the target design speed for the estate road.

Given the rise in electric/hybrid vehicles and that electric supplies will be provided to the proposed dwellings within the site, it would not be unreasonable to seek the provision of electric charging points within the car park. This can be secured by way of planning condition.

Wotton-under-Edge's car parking demand is considered high, particularly for short term parking. This type of parking occupies the existing car parks and creates a lack of provision for long term demand which is then accommodated on-street. This in turn creates single file working along a large proportion of Symn Lane which requires approaching vehicles to stop and give way. The new car park, will enable additional parking capacity for long stay visits, potentially removing much of the on-street parking that currently occurs. To prevent on-street parking from continuing, even with the provision of the new car park, it can be limited/controlled by way of parking restrictions along Symn Lane. However, as the provision of the car park is not associated with any land use that will generate a parking demand in its own right, it would be unreasonable for the development to provide the parking controls on Symn Lane and would not pass the tests of a planning condition as stated in the NPPF. Furthermore, the parking control/restrictions would be subject to a separate process outside of planning with no guarantee of success, which has the risk of leaving the development unimplementable. If on-street parking persists and parking behaviours remain the same after the opening of the car park and is considered to be a concern this would have to be addressed separately by the Local Highway Authority.

A total of 22 spaces have been provided for the proposed 12 dwellings. The larger dwellings, plots 3-10 contain 2 allocated parking spaces whilst the smaller dwellings, plots 1-2, 11-12 have been allocated 1 space each with 2 spaces free for visitors. This does not include the garages that are provided for Plots 4,5 and 7 which have single garages and Plots 3, 6, 8-10 that have double garages. The Local Plan includes a parking requirement of 1.5 spaces (average) per dwellings but with Policy E112 and Paragraph 39 of the NPPF allowing further evidence to justify an alternative provision. Local car ownership level for this locality is approximately 1.6 spaces per dwelling. The development has provided a provision of 1.8 spaces (+garages) per dwellings. The local parking issues within the town and the provision of a public car park being part of the scheme are also noted and with GCC Highways support this level of parking for the residential element of the scheme is considered acceptable.

Concern has been raised about the distance and links to the town centre from the proposed car park. The previous application in 1989 also raised this concern.



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The level of pedestrian facilities within the proximity of the development is indicative of a historic town such as Wotton. The most direct route to the commercial/retail area is east along Symn Lane and then North along Market Street, although the route north along Haw Street is not a significant distance longer. The route via Market Street will feature a highway network that is subject to fewer vehicle movements compared to the alternative Haw Street route and therefore may be preferential to users. The Market Street route will also accommodate pedestrian foot traffic from those who utilise the Chipping Car Park, therefore pedestrian movements are not uncommon here. The route from the development via the Chipping/Market Street to the Long Street is approximately 395m from the approximate centre point of the proposed car park. The route complies with the acceptable walking distance to a 'Town Centre' as stated in table 3.2 of the CIHT's Providing for Journeys on Foot document.

Furthermore, the County Highways Officer has reviewed the available Personal Injury Collision data and there are very few incidents within the last 5 years on the likely routes from the development to the main commercial/retail areas to suggest a pattern of significant highway safety issues with non-motorised mobility and does not suggest an inherent pedestrian safety issue in the area.

A potential pedestrian link to the school which adjoins the site has been provided for in the layout. Whilst this still needs the agreement of the school before it is used, it provides the potential for parents and pupils to access the school site without having to use the narrow and restricted section further down Symn Lane. Access to school bus parking may also be a benefit.

GCC Highways have raised no highways objection and considered the proposed development will not have a significant impact upon the local highway network and can provide a safe and secure layout that minimises conflict.

As touched on above, both the District and Town Councils are currently considering the potential for applying car parking charges for the other main public car parks within the Town. Whilst consideration of controls on the parking charges for this proposal has been taken place it is considered that car park pricing would be a matter for the car park operator and the market to decide. Open market competition is not a planning matter and therefore controlling parking charges that one car parking operator may choose to set cannot be a material planning consideration. However, given the justification for the car park in this location as a community facility, the management of the car park and its retention as a car park open and available to the public can be controlled via a legal agreement or planning condition.

DESIGN AND APPEARANCE

Given the level of interest and debate regarding the existing modern dwellings recently built behind the doctors surgery a more traditional approach has been considered for this scheme.

The proposed dwellings do still retain a modern appearance, however, this has been based on more traditional features and forms. The properties have pitched roofs and makes use of a mix of materials with the render broken up by the use of feature natural stone. The use of large glazing has been kept to a minimum being located to the rear with the principle



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elevations making use of balanced casement windows. Within this approach a variation in design/appearance across scheme has been provided.

The scheme has been revised to address concern about the mix of housing types. The proposal now provides a range of 2, 3 and 4 bed dwellings including affordable units.

Whilst there is a large amount of 4 bed houses which does not reflect the need outlined in the SHMA, this has to be balanced against the overall merits of the scheme, the landscape impact and enabling requirement and viability of the scheme. The revised scheme has already increase the number of smaller units proposed and any further alterative would result in a higher number of properties being proposed which has potential for a greater other impacts like landscape harm.

Local residents have raised concern about a possible second phase of development. An agricultural access has been provided within the scheme however, this does not give any preference or weight to a phase 2. A second phase is not part of the current proposal and the merits of which would have to be considered if and when a further scheme is submitted. It therefore does not carry any weight when determining this current proposal.

RESIDENTIAL AMENITY

The proposed development will introduce new vehicle movements and therefore light to the rear of the existing dwellings. Whilst the majority will be parallel with the side of these properties the boundary fencing and landscaping will help mitigate any impact. The agent has also highlighted that No's 11-14 have their sleeping accommodation at ground floor level where the fence will act as a greater light barrier and that the higher level effect of light from cars using the road will be no different from that of all houses that are served by a road.

No details of any opening hours for the car park have been provided as the developer is deferring this to the potential car park management company. However, a restriction on the opening hours of the main part of the car park can be imposed via a condition to mitigate any late night noise and disturbance and reduce the potential for anti-social behaviour. The orientation of plots 1, 2, 11 and 12 have also been positioned specifically to provide overlooking surveillance of the car park to help combat this.

With regard noise, the proposed car parks immediate neighbours includes the fire station, swimming pool and school. These are set slightly away from the boundary and are not overly sensitive to the potential noise. No's 11-14 are set some distance away from the main part of the car park and whilst No.11 is located adjacent to the access it does have background noise from the existing surgery car park. Both the existing and proposed houses will have double glazing and comply fully with the noise requirements of the building regulations. Whilst the garden of No.4 is located adjacent to the top part of car park, there is space to the residential property.

An air quality assessment has been submitted as part of the application. The Environmental Protection Manager has raised no objection to the conclusion that of this assessment which demonstrates that the air quality over the site is acceptable for residential development and



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that the existing baseline plus the development traffic will not have any adverse impacts on ambient air quality for existing residents.

Whilst the outlook of the immediate neighbours will change with the proposed mitigation including the hours of use, the boundary treatment and landscaping, it is considered the proposal will not have such a significant impact to uphold an objection on amenity grounds at appeal.

The proposed car park may need some form of lighting and whilst details have not yet been developed, the agent has outlined that it is envisaged this would be low level bollard lighting. To retain control to mitigate any harm to local residents and the surrounding area details of this can be agreed via condition.

PUBLIC OPEN SPACE

The local plan seeks natural green space and public outdoor playing space as part of new residential developments. The scheme includes an area of open space. The primary use of this is as a landscape and ecological buffer but it also provides informal green space. Whilst there is a shortfall in play space provision for the Wotton Cluster (as identified within the 2013 Outdoor Play Space Study) the local provision at KLB, in addition to The Blue School protected outdoor play space, in the vicinity of the application site are noted. Whilst this policy basis is appreciated, this has to be weighed against the primary purpose of the application, the provision of the public car park.

AFFORDABLE HOUSING

The revised proposal now makes an offer of 3 affordable housing units. This includes 2 rented houses and 1 shared ownership. This provision is supported by the Council's Policy Implementation Manager who leads on affordable housing.

As addressed the developers viability figures have been fully and independently tested by the District Valuer and Officers are satisfied that it has been demonstrated that this is the maximum number of affordable houses viable.

The provision of these units as affordable via a Registered Provider can be controlled via an appropriate legal agreement.

ECOLOGY

The site is currently laid to grassland and used for annual hay cutting and therefore contains habitats that are generally widespread and common. Of particular note onsite is the hedgerow to the southern end and the mature horse chestnut tree, both of which will be retained by the proposed scheme.

Following discussions a further reptile survey has been carried out to assess presence/absence of reptiles on site. The reptile survey concluded that no reptiles were found to be using the site, however there is always a possibility that individual animals maybe passing through the site.



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Implementation of the proposed mitigation and the landscaping strategy which has the potential to make ecological enhancements can be controlled via conditions. The Senior Biodiversity Officer is satisfied that the scheme would be acceptable with this approach.

Located on site adjacent to the fire station training tower is a large Horse Chestnut tree. This is a good example of the species, mainly attributed to the fact that it has grown in a position where it has been able to mature without constraint or the need for pruning making it a prominent tree in the landscape. It is therefore protected by a Tree Presentation Order.

Following discussions the scheme has been amended to provide greater space around the tree to avoid compact of the soil and conflict with car park users. A post and rail fence is also provided to discourage parking on the grass area around the tree. Tree protection fencing during the construction phase can be required via condition. With the amendments the Council's Tree Officer is satisfied the scheme will not threaten the long well-being of this protected tree.

FLOOD RISK

The scheme has not been submitted with a full drainage strategy, however, the agent has outlined a draft proposal which looks to include SUDS techniques and makes use of individual cellular storage through the site and permeable block paving within the car park area.

The need for more details, particularly regarding the car park area, has been discussed with the agent. Whilst it is acknowledged that this is required with the level of objection including from the Town Council, it is proposed that the principle issue reaches a positively outcome before addressing this further to avoid the wasting of significant additional costs.

With the position and slope of the site as well as the available spaces within the red line it is considered that an engineering option for an effective drainage strategy could be developed. Therefore, if members are minded to grant permission, a drainage strategy could be developed with the consideration of this delegated to Officers with technical input from GCC as LLFA before a decision is issued.

ARCHAEOLOGY & HERITAGE ASSETS

The proposed development area is located a little to the south of Wotton-under-Edge's medieval settlement area, and a further area of potential former settlement adjoins the application site to the south-west. In addition, the application site contains a substantial linear earthwork.

The planning application is supported by reports on a geophysical survey (SUMO, May 2017) and an archaeological evaluation (One Ten Archaeology, June 2017). No significant archaeological remains were observed during those investigations, and the substantial linear earthwork is now thought be a feature of geological origin.

On that evidence the County Archaeologist is of the view that the application site has low potential to contain any significant archaeological remains and recommends that no further archaeological investigation or recording should be required in connection with this scheme.



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The site is set away from any nearby Listed buildings or heritage assets. Whilst the site is located at the entrance to the town, with the other adjacent development it is considered the scheme impact on the setting of any nearby assets is neither a constraint nor merit of the scheme.

PLANNING BALANCE & RECOMMENDATION

Discussions and debate regarding car parking provision has had a long and passionate history with Wotton. Parking has been identified as an issue in various local policies and action plans, with the need to address it to support the vitality and maintain the character of the town centre through the commercial activities of the small independent shops, the cultural and leisure provision and other community priorities within the town.

The recent car park surveys demonstrate that there is a high occupancy rate leading to users experiencing difficulties finding spaces with the proposal being of a necessary scale to meet this need.

An appropriate amount of space has been provided around the mature horse chestnut tree. A safe and suitable access has been provided and the additional traffic will not have a severe impact on the local highway network.

The site is located outside the defined settlement boundary of Wotton and whilst the public car park on its own could be considered an essential community facility there is no policy basis for the residential enabling development. The long history and sequential test have shown that other sites and funding options have not been forthcoming. The viability figures have also been fully tested to demonstrate this is the lowest number of dwellings required to fund the scheme.

Whilst the proposal will be visible with the design, landscaping and details of the scheme it is considered that the proposal will provide a significant community benefit in helping to support the town centre which outweighs the limited mitigated local harm to the wider landscape character and AONB.

Therefore, whilst the use of enabling development is a departure from the Local Plan, there are specific circumstances which can be afforded substantial weight that justifies a departure in this instance. The merits of the scheme for the town provide material considerations that outweigh the conflict with the Local Plan.

It is therefore recommended that Members **Resolve to grant permission** with authority delegated to Officers to approve an appropriate drainage strategy and legal agreement.

OBLIGATIONS

The residential part of the scheme is likely to be CIL liable but will be addressed separately by the CIL team. However, given the provision of the affordable units and the public car park, the viability of the scheme may affect this.

The provision of the affordable housing and the management and trigger for the provision of car park and open spaces can be controlled via a legal agreement and conditions.



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HUMAN RIGHTS

In compiling this recommendation we have given full consideration to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any neighbouring or affected properties. In particular regard has been had to Article 8 of the ECHR (Right to Respect for private and family life) and the requirement to ensure that any interference with the right in this Article is both permissible and proportionate. On analysing the issues raised by the application no particular matters, other than those referred to in this report, warranted any different action to that recommended.

Subject to the following 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 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Site Location Plan of 10/10/2017

Revised Site Plan of 31/05/2018
Plan number = 7734/1 D

Proposed Elevation drawings of 10/10/2017
Plan number = House type A 7734/10
Plan number = House type B 7734/3
Plan number = House type C 7734/4
Plan number = House type C1 7734/5
Plan number = House type D 7734/6

Proposed Section drawings of 10/10/2017
Plan number = 7734/9

Proposed Elevation drawings of 22/06/2018
Plan number = 7734/11

Reason:
To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.
3. No development shall take place until details, including samples and colours where required, of the materials used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved by the Local



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Planning Authority. This condition shall apply notwithstanding any indication as to these matters that have been given in the current application. The materials to be used in the development shall be in accordance with the approved details and retained in perpetuity unless otherwise approved by the Local Planning Authority.

Reason:

To enable the Local Planning Authority to ensure the satisfactory appearance of the development, in accordance with Policies CP14 and HC1 of the adopted Stroud District Local Plan, November 2015.

4. No development hereby permitted shall take place until details of a scheme of soft landscaping for the site have been submitted to and approved by the Local Planning Authority and the development shall be undertaken in strict compliance with that approved scheme.

Reason:

In the interests of the visual amenities of the area in accordance with Policies CP14 and ES7 of the adopted Stroud District Local Plan, November 2015.

5. The approved landscaping scheme shall be implemented so that planting can be carried out during the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planting shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless otherwise approved by the Local Planning Authority.

Reason:

In the interests of the visual amenities of the area in accordance with Policies CP14 and ES7 of the adopted Stroud District Local Plan, November 2015.

6. No external lighting shall be erected unless full details of its design, location, orientation and level of illuminance (in Lux) provided have first been submitted to and approved by the Local Planning Authority. Such lighting shall be kept to the minimum necessary for the purposes of security and site safety and shall prevent upward and outward light radiation and have regard for the ecological implementations.



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Reason:

In the interests of the amenities of local residents and the surrounding area and to minimise light pollution and adverse ecological effects in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

7. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:
- Specify the type and number of vehicles;
 - Provide for the parking of vehicles of site operatives and visitors;
 - Provide for the loading and unloading of plant and materials;
 - Provide for the storage of plant and materials used in constructing the development;
 - Provide for wheel washing facilities;
 - Specify the intended hours of construction operations;
 - Provide Measures to control the emission of dust and dirt during construction;
 - Provide details of construction traffic routing to and from the site.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, and reduce the potential impact on the public highway in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

8. No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

Reason:

To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the Paragraph 32 of the National Planning Policy Framework and Policies CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

9. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.



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Reason:

To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Paragraph 35 of the National Planning Policy Framework and Policies CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

10. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason:

To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the National Planning Policy Framework and Policies CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

11. Details of cycle storage facilities for a minimum of 1 space per dwelling shall be submitted to and approved by the Local Planning Authority. The approved facilities shall be provided prior to first occupation of the dwellings hereby permitted and maintained thereafter.

Reason:

To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 35 of the National Planning Policy Framework and Policies CP13, ES3 and E112 of the adopted Stroud District Local Plan, November 2015.

12. Details of publicly accessible cycle parking for a minimum of 2 cycle stands to be located within the car park shall be submitted to and approved by the Local Planning Authority. The cycle parking facilities shall then be provided in accordance with the approved plan upon first opening of the car park for public use.



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Reason:

To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with Paragraph 35 of the National Planning Policy Framework and Policies CP13, CP14, ES3 and EI12 of the adopted Stroud District Local Plan, November 2015.

13. The dwellings hereby permitted shall not be occupied until the vehicular parking including any garages, turning facilities and the public car park have been provided in accordance with the submitted Revised Site Plan drg no. 7734/1 D received on 31 May 2018, and those facilities shall be maintained available for those purposes thereafter.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the Paragraph 35 of the National Planning Policy Framework and Policies CP13, ES3 and EI12 of the adopted Stroud District Local Plan, November 2015.

14. No development shall commence on site until a scheme for the provision of fire hydrants (served by mains water supply) has been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Local Planning Authority.

Reason:

To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with section 4 of the National Planning Policy Framework and Policy CP14 of the adopted Stroud District Local Plan, November 2015.

15. Prior to works commencing on the public car park, details of electric vehicle charging points and maintenance schedule shall be submitted to and approved by the Local Planning Authority. The approved electric charging points shall then be provided in accordance with the approved plan and made available upon the opening of the car park for public use and maintained available thereafter.



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Reason:

To ensure that the development incorporates facilities for charging plug-in and other ultra-low emission vehicles and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with Paragraph 35 of the National Planning Policy Framework and Policy CP14 of the adopted Stroud District Local Plan, November 2015.

16. The vehicular access with Symn Lane hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge to a point on the nearer carriageway edge of the public road 32m to the west and 45m to the east. The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility with any verge landscaping and/or vegetation kept no higher than 0.6m or set 2.1m above the carriageway level.

Reason:

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained in accordance with Paragraph 35 of the National Planning Policy Framework and Policies CP13, ES3 and EI12 of the adopted Stroud District Local Plan, November 2015.

17. Details of a signage scheme highlighting the preferred pedestrian routes from the proposed car park for non-motorised users to the main commercial/retail area of Wotton-Under-Edge shall be submitted to and approved by the Local Planning Authority. The signage scheme shall then be provided in accordance with the approved plan prior to the occupation of any residential dwelling or the opening of the car park to public use, whichever is sooner.

Reason:

To ensure priority is given to pedestrian and cycle movements in accordance with section 4 of the National Planning Policy Framework and Policies CP13, CP14, ES3 and EI12 of the adopted Stroud District Local Plan, November 2015.

18. Prior to the opening of the car park to public use a scheme for the hours of opening shall first be submitted to and approved by the Local Planning Authority. This shall include the hours of opening and details of the control mechanism. The car park shall then be operated in accordance with the approved details thereafter unless an alternative scheme has been approved by the Local Planning Authority.



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Reason:

To protect the amenity of the locality, especially for people living nearby in accordance with Policy ES3 of the adopted Stroud District Local Plan, November 2015.

19. No development shall commence other than in strict accordance with the already agreed Ecological Appraisal, by AD Ecology, dated June 2016 and Reptile Survey, by AD Ecology, dated July 2017. The approved details shall be adhered to and implemented strictly in accordance with the approved details, unless otherwise approved by the Local Planning Authority.

Reason:

To ensure the protection of biodiversity in accordance with paragraph 118 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and NERC Act 2006.

20. An ecological design strategy (EDS) shall be submitted to, and be approved by the Local Planning Authority addressing mitigation and enhancement has been submitted to and approved by the local planning authority.

The EDS shall include the following:

- a) Full details of hedgerows to be retained and protected during construction.
- b) Details of planting, such as hedgerows, wildflower planting and establishment.
- c) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- d) Time table for implementation demonstrating that works are aligned with the proposed phasing of development.
- e) Details for the erection of bird boxes.
- f) Details of initial aftercare and long-term maintenance.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 118 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

21. Prior to commencement of development, the tree protection fencing outlined in Cotswold Tree Surgeons - Pre-construction Arboricultural Survey and Method Statement submitted 10 October 2017 shall be provided as outlined on the submitted revised tree protection plan drawing No. 2018-06-27 Rev A received on 04 July



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2018. The fencing must be fully compliant with: Figure 2 default specification for protective barriers contained within BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations. The tree protective fencing shall then remain as such for the duration of the construction phase.

Reason:

To safeguard the retained trees in the interests of the visual amenities and character of the area and to enhance the natural environment in accordance with Policies CP14, ES6, ES7 and ES8 of the adopted Stroud District Local Plan, November 2015 and paragraphs 17, 117 and 118 of the National Planning Policy Framework.

- 22. SUDS details tba
- 23. Exceedance flows tba
- 24. SUDS management details tba

Informatives:

1. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise, dust, smoke/fumes and odour during the construction phases of the development. This should include not working outside regular day time hours, the use of water suppression for any stone or brick cutting, not burning materials on site and advising neighbours in advance of any particularly noisy works. It should also be noted that the burning of materials that gives rise to dark smoke or the burning of trade waste associated with the development, are immediate offences, actionable via the Local Authority and Environment Agency respectively. Furthermore, the granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated smoke, fume, noise or dust complaints be received. For further information please contact Mr Dave Jackson, Environmental Protection Manager on 01453 754489.
2. This application is subject to a legal agreement and the applicant's attention is drawn to the requirements and obligations contained there in and the need to ensure compliance as the development progresses.