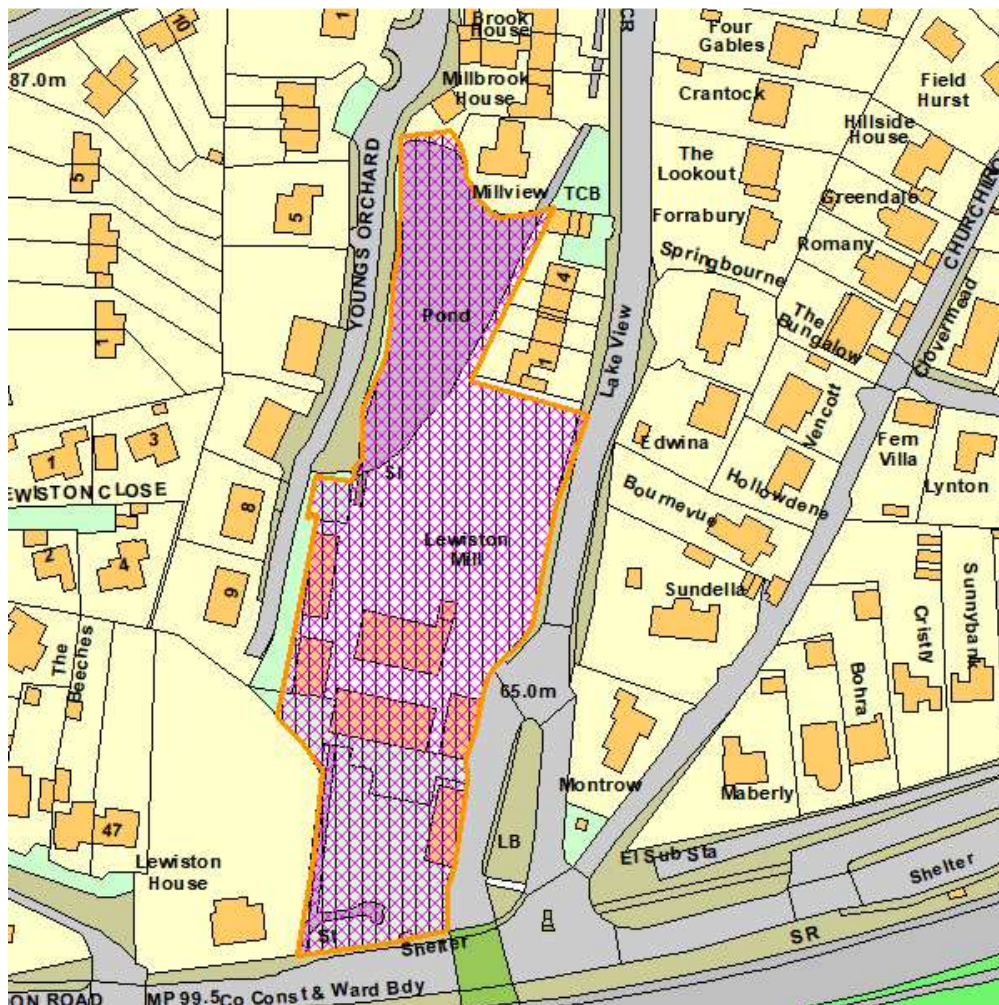




## Development Control Committee Schedule 19/02/2019

<b>Item No:</b>	<b>06</b>
<b>Application No.</b>	S.18/2073/VAR
<b>Site No.</b>	
<b>Site Address</b>	Lewiston Mill, Toadsmoor Road, Brimscombe, Gloucestershire
<b>Town/Parish</b>	Brimscombe And Thrupp Parish Council
<b>Grid Reference</b>	387565,202255
<b>Application Type</b>	Variation of Condition
<b>Proposal</b>	Variation of condition 22 approved plans of Planning Permission S.15/1385/FUL to provide an increased sized car park (retrospective for temporary construction car park) (387565 - 202255)
<b>Recommendation</b>	Resolve to Grant Permission
<b>Call in Request</b>	Head of Planning





## Development Control Committee Schedule 19/02/2019

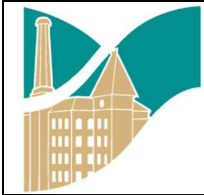
<b>Applicant's Details</b>	Colburn Homes Ltd Unit 4, Lewiston Mill, Toadsmoor Road, Brimscombe, GL5 2TE
<b>Agent's Details</b>	Andrew P Jones Associates Hollybank House, Stockwell Lane, Cleeve Hill, Cheltenham, GL52 3PU
<b>Case Officer</b>	John Chaplin
<b>Application Validated</b>	03.10.2018
<b>CONSULTEES</b>	
<b>Comments Received</b>	Development Coordination (E) Arboricultural Officer (E) Flood Resilience Land Drainage SDC Water Resources Engineer Brimscombe And Thrupp Parish Council
<b>Constraints</b>	Aston Down Airfield Consultation Zones Affecting the Setting of a Cons Area Consult area Conservation Area Flood Zone 2 Flood Zone 3 Kemble Airfield Hazard Neighbourhood Plan Brimscombe and Thrupp Parish Council Rodborough 3km core catchment zone Settlement Boundaries (LP) TPO Areas (Woodland/ Groups)
<b>OFFICER'S REPORT</b>	

### MAIN ISSUES

- o Principle of development
- o Highways
- o Ecology
- o Drainage & Flood risk
- o Residential Amenity
- o Landscape & Heritage impact

### DESCRIPTION OF SITE

The site is located at the junction of Toadsmoor Road and Knapp Lane and contains a collection of Mill buildings dating from 1856. It is not listed but is an important part of the Industrial Heritage Conservation Area.



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Conversion and re-development work from the previous permission is well underway on site which will provide a mix of commercial spaces to the south and residential apartments and houses in the main Mill building and new build to the north.

A large mill pond which is fed from the Toadsmoor Brook is to the north of the Mill buildings. The Brook re-emerges at the southern end of the Mill Pond where it is channelled into a culvert. This will be reopened beneath a metal grill before opening out as an open stream at the southern part of the site.

The scheme has access from the modified existing accesses onto Knapp Lane with a further secondary access onto Toadsmoor Road.

### **PROPOSAL**

The application seeks to amend the previous planning permission (S.15/1385/FUL) to increase the size of the car park to the south of the site. This is primarily to provide a greater parking provision for the commercial element of the redevelopment.

Currently on site is a 'temporary construction car park'. If approved this will be removed and replaced with the proposed car park including drainage attenuation beneath.

### **REVISED DETAILS**

Following extensive discussions additional justification along with drainage and ecological information has been submitted.

### **REPRESENTATIONS**

#### **Statutory Consultees:**

Brimmscombe & Thrupp Parish Council:

Register major concerns to what clearly is a breach of planning regulations. This retrospective application should NOT be approved as the car park has been quite clearly built on to a green area. The Council should ensure that this application is refused and the applicant instructed to return the land to its original status.

GCC as LLFA: No objection

SDC Land drainage consultant: No comment - LLFA taking the lead

GCC Highways: No objection

SDC Senior Arboriculture Officer: No objection

SDC Senior Biodiversity Officer: To be reported

#### **Public:**

15 Objections received.

Concern regarding the retrospective nature and breach of planning control. Scheme not being implemented as previously approved. Should enforced approved scheme.

Concern regarding the reasons/justification/need.

Helps prevent flooding/pollution control.



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Loss of nature reserve/biodiversity, should be reinstated, sets a dangerous precedent. Prior agreement that this area would be left as a nature reserve.

Nature conservation area made previous scheme acceptable and provided green gap/barrier.

Conserving nature is incredibly important to the health and prosperity of the Stroud District.

Need conservation areas more than we need 16 cars adding to congestion.

Should not allow more traffic on to this part of the network.

### **NATIONAL AND LOCAL PLANNING POLICIES**

National Planning Policy Framework.

Available to view

at:<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

### **Planning (Listed Buildings and Conservation Areas) Act 1990**

Section 72(1).

Stroud District Local Plan.

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

[https://www.stroud.gov.uk/media/1455/stroud-district-local-plan\\_november-2015\\_low-res\\_for-web.pdf](https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf)

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.

CP11 - New employment development.

CP13 - Demand management and sustainable travel measures.

EI3 - Small employment sites (outside identified employment areas).

EI12 - Promoting transport choice and accessibility.

ES1 - Sustainable construction and design.

ES2 - Renewable or low carbon energy generation.

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.

ES10 - Valuing our historic environment and assets.

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.





## **Development Control Committee Schedule 19/02/2019**

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 conversion and redevelopment of the Mill complex has already been granted permission with a long and complex planning history. Work is underway.

The principle has already been established. This application only seeks to address the retrospective construction car park and the future retention as additional parking provision.

### **HIGHWAYS**

The applicant is seeking to provide additional parking on site to reduce parking pressures on Knapp Lane and make the commercial units more marketable.

The narrow width and orientation of Knapp Lane along with the close proximity of the junction with Toadmoor increase the desirability of avoiding on-street parking. Knapp Lane is currently used by the commercial premises to the south at the Olympic Varnish site with additional committed schemes at Wimberley and Dark Mills all adding additional future pressure and the need to not restrict vehicle flow on the sharp bend and narrow section of Knapp Lane adjacent to Lewiston Mill.

The approved commercial use of the units are limited to financial and professional services (A2) and/or Business (B1) office/R&D/Light industry which is appropriate in a residential area. This application does not change the use or size of the buildings. As the County Highways Officer has noted, the additional parking spaces will not increase demand which would be generated by additional site floor space but may reduce on-street parking demand and highway impact.

The parking standards outlined in the current Local Plan (Appendix 2) seek a worst case: 1 space per 25sq m which requires 34 spaces for the commercial space.

This revised scheme provides 36 parking spaces which is only a slight increase on the Local Plan standard. With the local pressure on the highway it is considered acceptable to consider this additional provision.

The applicant has also provided comment from a local commercial letting agent which outlines a desire for 45 spaces to make the commercial units more desirable to potential tenants. Whilst this is not based on any adopted standard or overly evidenced it is interesting background information which the applicant has taken on board to provide a successful and occupied development.

The redevelopment of the site has a complex planning history but the applicant is seeking to implement a scheme with 21 residential units a mix of houses near the Mill pond and apartments in the Mill building (block D), outbuildings and the new build block. The Mill pond houses have 2 parking spaces each with an additional 3 visitor spaces provided at this end of the site. The apartments have 1 allocated space each and the livework flats (19&20) 2 each. This gives a total for the 21 residential units of 30 parking spaces. Therefore, it has to be



## **Development Control Committee Schedule 19/02/2019**

noted that the scheme does not provide an excessively over generous level of residential parking.

This is set against a Local Plan standard that seeks an average of 1.5 spaces per residential unit resulting in a requirement of 31.5 spaces. The additional commercial spaces can therefore offset the rounded up, 2 missing residential space but also may provide some overspill parking, particularly during evening and overnight when the commercial parking space are more likely to available.

The scheme still provides other sustainable modal choices for occupiers. 2 cycle storage areas are retained, the connection to the bus stop on the main road along with the potential for electric charging in the future have been put forward.

Whilst the car park extension is an increase in the number of spaces, it is not significantly beyond the parking standard within the current Local Plan and does seek to address a known local highway constraint. GCC Highways Officer is satisfied with the proposal and has raised no highway objection.

### **ECOLOGY**

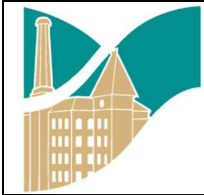
The car park extension is located on an area of the site that was set aside as a nature conservation area. This area has no formal protection as being part of a Key Wildlife site or SSSI but was provided as part of the ecological mitigation of the Mill redevelopment. Extensive discussions have taken place between Officers and the applicant regarding the loss of this area.

As highlighted by the applicant's ecologist, the lower flat central area where the car park has been extended was a disused part of the site and was not a well-established habitat with self-seeded saplings and low scrubby bramble.

Having reviewed the previous ecological reports it appears this area was provided for a small population of slow worms. The retrospective nature makes it unable to address any avoidance method during the work and with the reduced size of the area there appears to be limited merit left requiring it to be reinstated or marginally reduced. The limited size of the area and its isolated nature given the road and stream barriers make limited opportunities for a repopulation to occur.

The focus of discussions has therefore been on providing other more positive provision via other mitigation and enhancements. The wooded bank and brook are the primary areas and are of higher ecological value where it is hoped the enhancements will be more beneficial.

The ecological strategy instead seeks to protect and enhance the wooded bank and brook. This now includes provision of a resting place for otters that uses the brook, planting of flower-rich sward and adding bulbs like wild garlic and snowdrops which provide an early season source of nectar for insects. The trees will be managed allowing more light into the stream area with the large log and smaller log piles also retained to provide improved habitat for insects. Additional bat boxes will be erected and the scheme provides bird boxes for Dippers and Swifts.



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The ecological benefits of the successful redevelopment of the Mill complex also have to be noted. These include the opening up of the culverted section of the brook and the works on the Mill pond and weirs themselves. The ongoing maintenance will also be appropriate and an ecological benefit.

Therefore, whilst it was disappointing that the temporary construction car park works was carried out prior to the submission and consideration of an application, with the input from our ecologist it is considered that the ecological compensation and enhancement works are now at an acceptable and appropriate level which could be reasonably justified and defended.

At the time of writing the final detailed summary of the ecological mitigation is being drafted. This with the final comments of our ecologist will be reported to committee.

### **DRAINAGE & FLOOD RISK**

The 2015 approved scheme proposed a drainage pond in this area of the site to take surface water runoff. It was designed to provide 48cu m storage of surface water from the development and then provide a controlled discharge/attenuated rate (5 l/s) back into the stream. This provides balancing of the surface water during storm events and a level of water quality improvement due to settlement etc. This was in addition to the redevelopment plans already resulted in a reduction of impermeable areas compared to the existing/predevelopment situation which also had an unrestricted discharge into the Toadsmoor stream.

The revised details submitted with this application seek to replace the attenuation pond with cellular storage built beneath the proposed car park extension.

The applicant has confirmed that the current car park on site is only temporary to address the need for construction vehicles during the construction phase and the agent has also outlined that not all the proposed drainage has been installed to avoid damage during this contractor car park use/phase. Following on from the main construction phase, the storage crates will be installed, mud free and the car park will be resurfaced in accordance with the drainage strategy.

The existing car park surface will be replaced with a permeable bitmac surface on the parking spaces and the central manoeuvring area is proposed to have a permeable paved surface with the existing running course punctured to allow permeable surface drainage to the sub-base.

The new drainage design provides 25cu m of cellular storage and an additional 35cu m of voids storage in the permeable paving. This gives a combined total of 60cu m of storage which is an improvement/betterment of an additional 12cu m.

The cellular storage uses infiltration geotextile wrap so it effectively functions as a soakaway. Whilst the infiltration rate will be low an outflow chamber is also proposed to provide a controlled discharge rate back to the stream. The drainage engineer at GCC as Local Lead Flood Authority (LLFA) is satisfied with the submitted drainage information and calculations.



## **Development Control Committee Schedule 19/02/2019**

The car park attenuation also addresses and manages pollutants with the permeable surfacing and geotextiles retaining heavy metals and treating any hydrocarbon spillages should they occur.

Implementation of the drainage can be controlled via condition. As with the previous approved scheme the ongoing management of the SUDS remains with the developer.

The flood risk and resilience within the buildings is not affected by this proposal.

### **RESIDENTIAL AMENITY**

The extended car park does make parked vehicles more evident to the neighbouring property Lewiston House. With the enclosed nature, the surrounding trees, road and buildings screen other nearby properties from this part of the site.

There is some space between the neighbour and the car park and the applicant has erected a section of hurdle style fence to help reduce the impact.

Whilst the ecological management has resulted in some thicker vegetation, like the laurel being removed for ecological benefits, there is still a mix of trees and vegetation which will help break up the form and mass of any parked vehicles.

With the management of the site, including nearby residential occupancy and the car park not being overly prominent it is considered that anti-social behaviour within this space is unlikely to develop into a problem.

The occupation and appropriate management of this area and the wider site also has an amenity benefit to the surrounding area.

### **LANDSCAPE & HERITAGE IMPACT**

Due to the enclosed nature of this part of the site, behind the existing commercial buildings, below the level of the main road A419 and with the retained trees/vegetation, the car park extension is not overly prominent or visible from public viewpoints and therefore does not have a significant impact on the wider landscape setting or the character of the Conservation Area.

However, the heritage benefits of making the development more desirable/usable have to be acknowledged with a longer term use and occupation of an important non-designated asset within the Conservation Area being a positive.

### **CONCLUSION & RECOMMENDATION**

The car park extension does increase parking spaces, however, this is not significantly beyond the parking standard within the current Local Plan and is proposed to make the commercial buildings more desirable to tenants and to avoid pressure on on-street parking in an area which is known as a local highway constraint. The scheme also provides other opportunities for residents to use more sustainable modes of transport with cycle storage, a new footpath connection to nearby bus stop and electric charging opportunities.





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The retrospective nature of some of the works is regrettable and the local concern about this is appreciated.

Significant ecological compensation and enhancement have now been proposed including planting, management of the wood bank and stream, bird and bat boxes and an otter resting shelf. These provide a positive and justifiable ecological strategy for the site and address the loss of the previous onsite nature area.

With the above justification, compensation and mitigation it is therefore recommended that Members **Resolve to grant permission** subject to the final support of the SDC Ecologist.

### 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 carried out in all respects in strict accordance with the approved plans listed below:

Site layout plan 7720/400 Rev A received on 24th Sept 2018

Drawing Proposed Drainage Plan 14-1542 03 Rev C17 received on 23rd October 2018

Document Micro Drainage Calculations 18/10/2018 11:06

David Jeffery Infrastruct CS Ltd email sent on 23 October 2018

Plans submitted and approved by Planning Permission S.15/1385/FUL

No. 7720/11 Site Location Plan

No. 7720/51 Central block, Lower ground floor

No. 7720/52B Central block, Ground floor

No. 7720/53C Central block, First floor.

No. 7720/54D Central block, Second floor.

No. 7720/55D Central block, Third floor.

No. 7720/56A Elevations, Sheet 1

No. 7720/57C Elevations sheet 2

No. 7720/58A Housed 25-29

No. 7720/59 Flat 19.

No. 7720/60. Flat 20

Reason:

To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.



## Development Control Committee Schedule 19/02/2019

2. Notwithstanding the approved site layout plan, this permission only approves the extension to the car park to the south of the site, adjacent to Commercial Block A. Any other alterations to the scheme shown on the site layout plan are not approved by this permission.

Reason:

For the avoidance of doubt and in the interests of good planning to ensure that the development is carried out in accordance with the approved plans.

3. Within 6 months of the date of this permission or an alternative timescale which has first been submitted to and approved by the Local Planning Authority, the approved drainage works shall be fully implemented in accordance with the drainage strategy/details identified in condition 1.

Reason:

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding and minimise the risk of pollution in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

4. The development hereby approved shall not be occupied until details of a scheme of electric vehicle charging points, their maintenance schedule and implementation timetable have been 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 retained in perpetuity unless otherwise approved by the Local Planning Authority.

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 Policies CP8 and CP14 of the adopted Stroud District Local Plan, November 2015 and Paragraph 108 and 110 of the revised National Planning Policy Framework.

5. The development hereby approved shall only take place in accordance with the materials detailed and approved by discharge of condition application S.16/1120/DISCON or an alternative materials schedule which has first been submitted to and approved by the Local Planning Authority.



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Reason:

In the interests of the visual amenities of the area in accordance with Policies CP8, CP11, CP14 and ES10 of the adopted Stroud District Local Plan, November 2015.

6. The scheme of foul sewage shall be implemented in accordance with the details submitted and approved by discharge of condition application S.16/1120/DISCON or an alternative foul sewage system which has first been submitted to and approved by the Local Planning Authority, before the development is first brought into use.

Reason:

To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

7. The development hereby permitted shall not begin until a scheme to deal with contamination of land, controlled waters and/or ground gas has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures:

i. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175:2001 Investigation of Potentially Contaminated Sites - Code of Practice.

ii. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2001 Investigation of Potentially Contaminated Sites - Code of Practice. The report should include a detailed quantitative human health and environmental risk assessment.

iii. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation should be stated, such as site contaminant levels or a risk management action, and how this will be validated. Any on going monitoring should also be outlined. No deviation shall be made from this scheme.

iv. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to and approved in writing by the Local Planning Authority.



## Development Control Committee Schedule 19/02/2019

v. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show that the site has reached the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

Reason:

To protect the health of future occupiers of the site, from any possible effects of contaminated land in accordance with paragraphs 178-179 of the NPPF.

8. Prior to the occupation of the development hereby permitted, the vehicular accesses (including visibility splays) shall be laid out and constructed in accordance with the approved plans as detailed in Condition 1 and shall be maintained for the duration of the development.

Reason:

To reduce potential highway impact by ensuring the access is suitably laid out and constructed in accordance with Policies CP8, CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

9. The development hereby permitted shall not be occupied until the vehicular parking, turning and loading/unloading facilities have been provided in accordance with the approved plans and those facilities shall be maintained available for those purposes for the duration of the development.

Reason:

To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site in accordance with Policies CP8, CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

10. The buildings hereby permitted shall not be occupied until the footpath link between the site and London Road has been provided in accordance with the approved plans and those facilities shall be maintained available for those purposes for the duration of the development.

Reason:

To reduce potential conflict between vehicular and pedestrian traffic and in accordance with Policies CP8, CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.



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11. The construction period of the development hereby approved shall adhere to the Construction Method Statement approved by discharge of condition application S.16/1120/DISCON or an alternative Construction Method Statement which has first been submitted to and approved by the Local Planning Authority.

Reason:

To reduce the potential impact on the public highway in accordance with Policies CP8, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

12. The development hereby permitted shall not be occupied until secure and covered bicycle and motorcycle storage facilities in accordance with the adopted minimum cycle parking standards of the Local Planning Authority have been made available in accordance with details approved by discharge of condition application S.16/1120/DISCON or an alternative cycle provision which has first been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that adequate bicycle and motorcycle parking is provided and to promote cycle use in accordance with Policies CP8, CP13 and CP14 of the adopted Stroud District Local Plan, November 2015.

13. The lighting scheme for the development hereby approved shall be implemented in accordance with the details submitted and approved by discharge of condition application S.16/1120/DISCON or an alternative lighting scheme which has first been submitted to and approved by the Local Planning Authority.

Reason:

To protect the amenity of the locality, in terms of light pollution especially for people living and/or working nearby, in accordance Policies CP8, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

14. The development hereby approved shall be carried out in accordance with the ecological method statement submitted and approved by discharge of condition application S.16/1120/DISCON and the Ecology Strategy (CTM Wildlife V1.2 dated 14th Dec 2018) or an alternative ecological method statement which has first been submitted to and approved by the Local Planning Authority.

Prior to the first occupation of the site, written confirmation from the Project Ecologist that the works have proceeded as per the above agreed documents shall be submitted to and approved by the Local Planning Authority.





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Reason:

In the interests of ensuring the protection of protected species and habitats within the site during the construction phase, in accordance with Policies CP8, CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

15. The development hereby permitted shall be implemented in accordance with the approved Ecological Survey and Assessment (by Gloucestershire Wildlife dated May 2015) the Ecology Strategy (CTM Wildlife V1.2 dated 14th Dec 2018) and the Ecology - enhancement, mitigation and management proposals with particular reference to the need to fully accord with all the recommendations and evaluation made within the report.

Reason:

To protect features of recognised nature conservation importance in accordance with Policies CP8, CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

16. No construction site machinery or plant shall be operated, no process shall be carried out and no construction related deliveries taken at or dispatched from the site except between the hours 08:00 and 18:00 on Mondays to Fridays, between 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

17. The development hereby permitted shall be implemented in accordance with the flood evacuation procedures and timetable submitted and approved by discharge of condition application S.16/1120/DISCON or an alternative flood evacuation procedure and timetable which has first been submitted to and approved by the Local Planning Authority.

Reason:

To provide safe access and egress during flood events in accordance with the revised NPPF Chapter 14, and associated Technical Guidance and reduce reliance on emergency services.

18. The development hereby permitted shall be implemented in accordance with the flood mitigation measures submitted and approved by discharge of condition application S.16/1120/DISCON or alternative flood mitigation measures which has first been submitted to and approved by the Local Planning Authority.



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Reason:

To mitigate incidence of flooding in accordance with Policies CP14 and ES4 of the adopted Stroud District Local Plan, November 2015.

19. No machinery shall be operated, no process shall be carried out, and no deliveries taken at or despatched from the site other than between the hours of 0800 and 1800 Monday to Friday, and 0800 and 1300 on Saturdays, and at no time on Sundays, Bank or Public holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

20. The proposed commercial units within Blocks A, B, C and the ground floor areas underneath flat numbers 19 and 20 (as labelled on plan number 7720/50B) shall only be used for purposes falling within Classes A2 and/or B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason:

To enable the Local Planning Authority to retain control over the use of the premises and to protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

21. The development hereby permitted shall be implemented in accordance with the scheme of hard and soft landscaping submitted and approved by discharge of condition application S.16/1120/DISCON (as updated by this proposal) or alternative scheme of hard and soft landscaping which has first been submitted to and approved by the Local Planning Authority.

Reason:

In the interests of the visual amenities of the area in accordance with Policies CP8, CP14 and ES10 of the adopted Stroud District Local Plan, November 2015.

22. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first complete planting and seeding seasons following the occupation of the buildings, or the completion of the development to which it relates, whichever is the sooner. Any trees or plants which, within a period of five years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.



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Reason:

In the interests of the visual amenities of the area in accordance with Policies CP8, CP14 and ES10 of the adopted Stroud District Local Plan, November 2015.

23. The development hereby permitted shall be implemented in accordance with the Pre - construction Arboricultural Survey and Method Statement submitted and approved by discharge of condition application S.16/1120/DISCON or alternative method statement which has first been submitted to and approved by the Local Planning Authority.

Reason:

To ensure the health and safety of the trees on the site and to ensure continuity of the visual amenity that they provide and to comply with Policies CP8, CP14, ES6 and ES10 of the adopted Stroud District Local Plan, November 2015.

Informatives:

1. The lighting scheme should comply with the Institution of Lighting Engineers Guidance Note on Light Pollution. It should be designed so that it is the minimum needed for security and operational processes and be installed to minimise potential pollution caused by glare and spillage. Specific consideration should be given to the need to retain dark corridors for ecological reasons.
2. Nesting Wild Birds - The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees and scrub are present on the application site and should be assumed to contain nesting birds between the above dates unless survey has shown it is absolutely certain that nesting birds are not present.
3. In relation to flood warning measures, to ensure that owners and occupiers of premises are aware that the car parking area is at risk of flooding, the Environment Agency recommends that Flood warning notices are erected and kept legible and clear of obstruction.