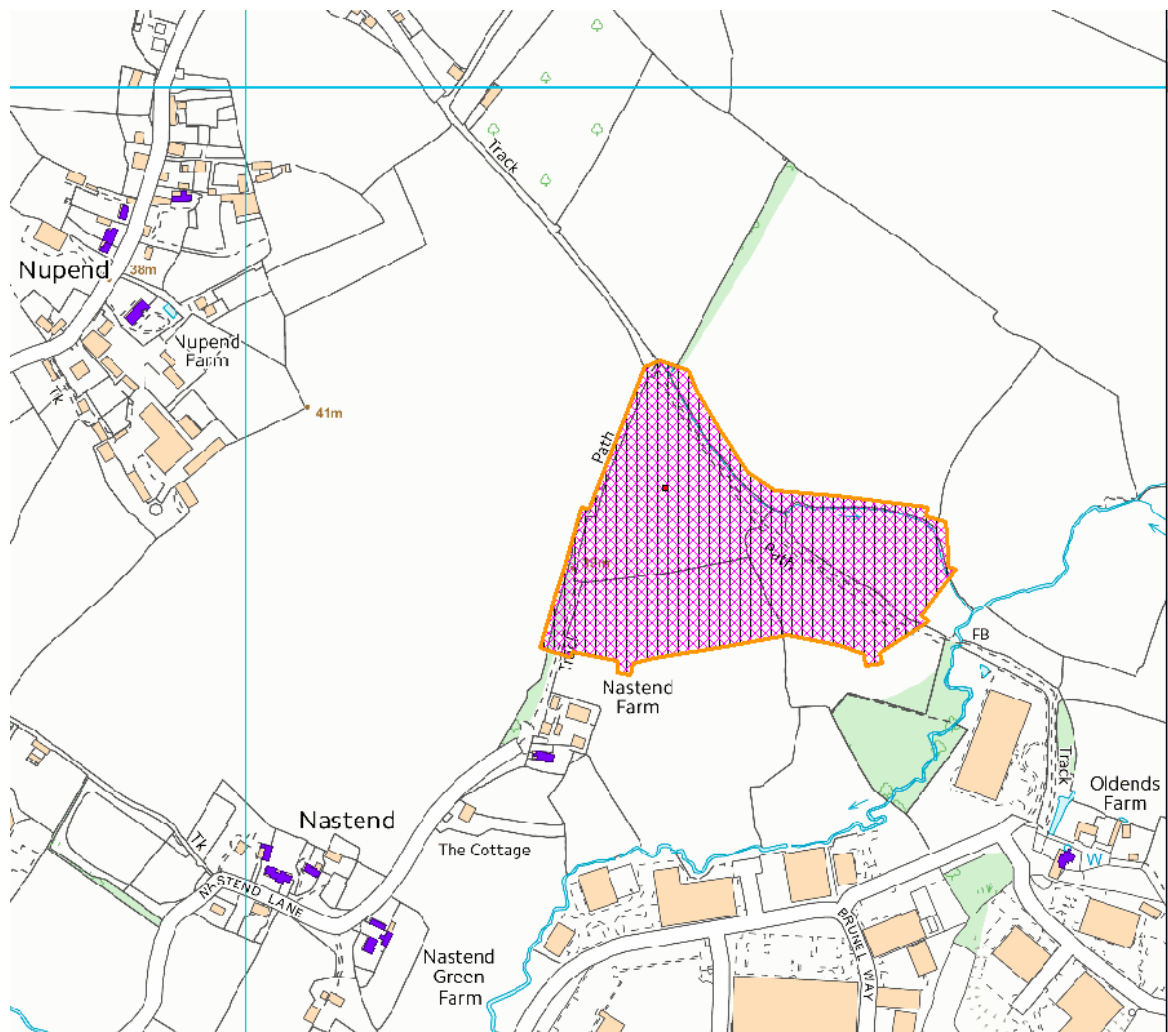




Development Control Committee Schedule 15/10/2019

Item No:	04
Application No.	S.19/0831/REM
Site Address	Phase 3B Land West Of Stonehouse, Grove Lane, Westend, Stonehouse
Town/Parish	Eastington Parish Council
Grid Reference	379581,206479
Application Type	Reserved Matters Application
Proposal	Primary infrastructure including spine roads, drainage details and bus stop details adjoining the proposed school site and between Phase 3A of the development and Phase 2 to include the spine road to the south of the Local Centre LC1 and to the east of the School site Phase PSI, connecting the constructed spine road commencing at Oldends Lane to the spine road now constructed from Grove Lane.
Recommendation	Approval
Call in Request	DCC





Development Control Committee Schedule 15/10/2019

Applicant's Details	Robert Hitchins Limited The Manor, Boddington, Cheltenham, GL51 0TJ,
Agent's Details	None
Case Officer	John Longmuir
Application Validated	12.04.2019
CONSULTEES	
Comments Received	SDC Water Resources Engineer Eastington Parish Council Development Coordination (E) Stonehouse Town Council Flood Resilience Land Drainage
Constraints	Consult area Employment Land (LP) Flood Zone 2 Flood Zone 3 Key Wildlife Sites - Polygons Neighbourhood Plan Eastington Parish Council Standish Parish Council Stonehouse Town Council Affecting a Public Right of Way SAC SPA 7700m buffer Single Tree Preservation Order Points TPO Areas (Woodland/ Groups) Village Design Statement
OFFICER'S REPORT	

DESCRIPTION OF SITE AND PROPOSAL

The proposal is for highway and associated infrastructure including drainage. This is a reserved matters submission with details of access, landscaping and layout.

This application site is broadly in the geographical centre of the site and has always been intended and planned as the central focus. The roads will not only serve the local centre but also link the now established residential development to the west, off Grove Lane, and the houses under construction to the east, off Oldends Lane.

The road proposed here is an inverted T-shaped element of the wider network. However the secondary, northern arm does not extend much beyond the school, stopping short of a residential parcel.

The application site is wholly in Eastington Parish.

PLANNING HISTORY

S.14/0810/OUT is the original permission for the West of Stonehouse Development. This includes residential development for up to 1,350 dwellings, spine road, drainage attenuation ponds and associated landscaping.



Development Control Committee Schedule 15/10/2019

REVISED DETAILS

Revisions to the highway details have been made in September following detailed discussions with GCC Highways.

REPRESENTATIONS

Statutory Consultees:

GCC Highways: No objection recommend conditions.

SDC Water Resources: Questioned location of gullies, otherwise no objection

LLFA: No comment

SDC Biodiversity Officer: No objection.

SDC Conservation Officer: No comment.

Eastington Parish Council: Question loss of ditch/hedge by school otherwise no objection.

Stonehouse Town Council: Note Highway Officer comments.

LOCAL PLANNING POLICIES

The 2015 adopted Local Plan policies considered include:

E112 Promoting Transport choice and accessibility

E113 Protecting and extending our cycle routes

SA2 Site allocation Land West of Stonehouse

Residential Design Guide SPG (2000)

Stroud District Landscape Assessment SPG (2000)

IHCA Conservation Area Management Proposals SPD (2008)

The Eastington Neighbourhood Development Plan, covers this area and policies EP4 and EP9 are relevant.

The Stonehouse NDP also provides policy guidance.

NPPF paragraph 109 has a severe threshold for considering impacts on the highway.

PRINCIPLE OF DEVELOPMENT

The principle of the road has been established by the outline approval. The proposed road layout also accords with the overall West of Stonehouse master plan.

This is an important element of the main spine road, which provides the through east-west connection across the site. The road is essential to allow the establishment of the local centre, as well as the housing delivery.

HIGHWAY SAFETY

The scheme has been designed to the standards required for adoption by County Highways. Discussions have been ongoing about the specific details and they now support the scheme. A safety audit has also been produced confirming the acceptability of the scheme.

The road will be subject to a speed limit of 20mph. Traffic calming is provided by the road geometry, change in surface and raised speed tables.

The bus stops and lay-by spaces have been located and designed to avoid conflict at the road junctions.

Visibility splays have been designed to create safe junctions, with particular attention given to the school.



Development Control Committee Schedule 15/10/2019

SUSTAINABLE TRANSPORT

The road allows the establishment of the bus service, into the heart of the development. A bus layby is shown on the school frontage, and there are several bus stops (including shelters) along the spine road.

The proposal also provides cycling/walking opportunities with a 3.2m wide hard surfaced route alongside the road. The scheme also provides links to the bridleways/footways across the surrounding open spaces to promote connectivity.

DRAINAGE

The highway drainage is part of the adoption regime. The master plan and approved drainage strategy specifies water run off into SUDS ponds. This strategy is reflected in this proposal with surface water going into the adjacent pond to the east.

LANDSCAPING

Two 3m wide grassed islands are shown on the spine road. These will allow the planting of “Pryus Calleneryana Chanticleer” extra heavy standards, at a minimum 6m height when planted. These trees will be maintained by the management company.

The scheme does not provide comprehensive details and a condition is therefore recommended.

Eastington Parish Council response requests retention of a hedge. However this has not been possible because of the need to create visibility splays.

OTHER ISSUES

The proposal does not impair residential amenity.

The proposal allows reasonable access for those with mobility challenges.

The proposal is sufficiently distanced from listed buildings, non designated heritage assets and the IHCA to avoid any impact.

RECOMMENDATION

Approval is recommended.

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.



Development Control Committee Schedule 15/10/2019

Subject to the following conditions:

1. The development shall be carried out in accordance with the approved plans as below.

Reason:

To ensure proper implementation of the permission.

General engineering	273-P-PH38-100 Rev B
Detailed sheets 1-4	273-P-PH38-150 -01 to 04 Rev B
Bridleway crossing	273-P-PH38-170 Rev B
Kerbing, surfacing and marking	273-P-PH38-250-01 and 02 Rev B
Section 38	273-P-PH38-400 Rev B
Vehicle swept path	273-P-PH-38-405 Rev D
Visibility and dimensions	273-P-PH38-415 Rev B
Flood exceedance routing	273-P-PH38-510 Rev B

2. Notwithstanding the submitted details of landscaping, further comprehensive details of the hard and soft landscaping for the site shall be submitted to and approved by the Local Planning Authority prior to the initial use of the road. The Development shall then be carried out in strict accordance with the approved details.

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, or are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason:

In the interests of the visual amenities of the area.

3. The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays in accordance with drawing 273-P-PH3B-415 rev B extending from illustrated points back along the centre of the access measured from the road carriageway edge (the X points) to the points on the nearer carriageway edge of the adjacent road distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason:-

To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 of the National Planning Policy Framework.



Development Control Committee Schedule 15/10/2019

4. The vehicular and pedestrian access 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 2m back along each edge of the pedestrian crossing point (x points), measured from the carriageway edge, extending to the points on the nearer carriageway edge of the adjacent road distant in both directions (the Y points) to the same distance as vehicle splays. The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 0.6m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason:-

To avoid an unacceptable impact on highway safety by ensuring that adequate pedestrian visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 the National Planning Policy Framework.

5. Prior to operational use of the proposed roads hereby permitted the first 10m of the proposed commercial access roads and 5m of the other roads and accesses, including the junction with the adjacent road, shall be 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 scope for conflict between traffic and cyclists and pedestrians in accordance with paragraphs 108 and 110 of the National Planning Policy Framework.

6. The bus stops including markings, shelters and associated infrastructure including real time information shall be provided prior to operation use of the roads hereby permitted according to details submitted and approved in writing by the Local Planning Authority.

Reason:

To ensure that the appropriate opportunities to promote sustainable transport modes can be taken up in accordance with paragraph 108 of the National Planning Policy Framework and provide access to high quality public transport and facilities that encourage public transport use in accordance with paragraph 110 of the National Planning Policy Framework.



Development Control Committee Schedule 15/10/2019

7. The Public Rights of Way crossings shall be provided in general accordance with drawings 273-P-PH3B-170 Rev B prior to operational use of the roads hereby permitted with crossing signals for the Pegasus Crossing.

Reason:

To ensure that the appropriate opportunities to promote sustainable transport modes can be taken up in accordance with paragraph 108 of the National Planning Policy Framework and the development is designed to give priority first to pedestrian, equestrian and cycle movements in accordance with paragraph 110 of the National Planning Policy Framework.

Informatives:

1. Note: The approved signage shall be mounted at a minimum height of 2.1m above the adjacent ground level.

Reason:

To avoid an unacceptable impact on highway safety in accordance with paragraph 108 of the National Planning Policy Framework.

2. There is a public right of way running through the site, the applicant will be required to contact the PROW team to arrange for an official diversion, if the applicant cannot guarantee the safety of the path users during the construction phase then they must apply to the PROW department on 08000514514 or gcchighway@amey.co.uk to arrange a temporary closure of the right of way for the duration of any works.