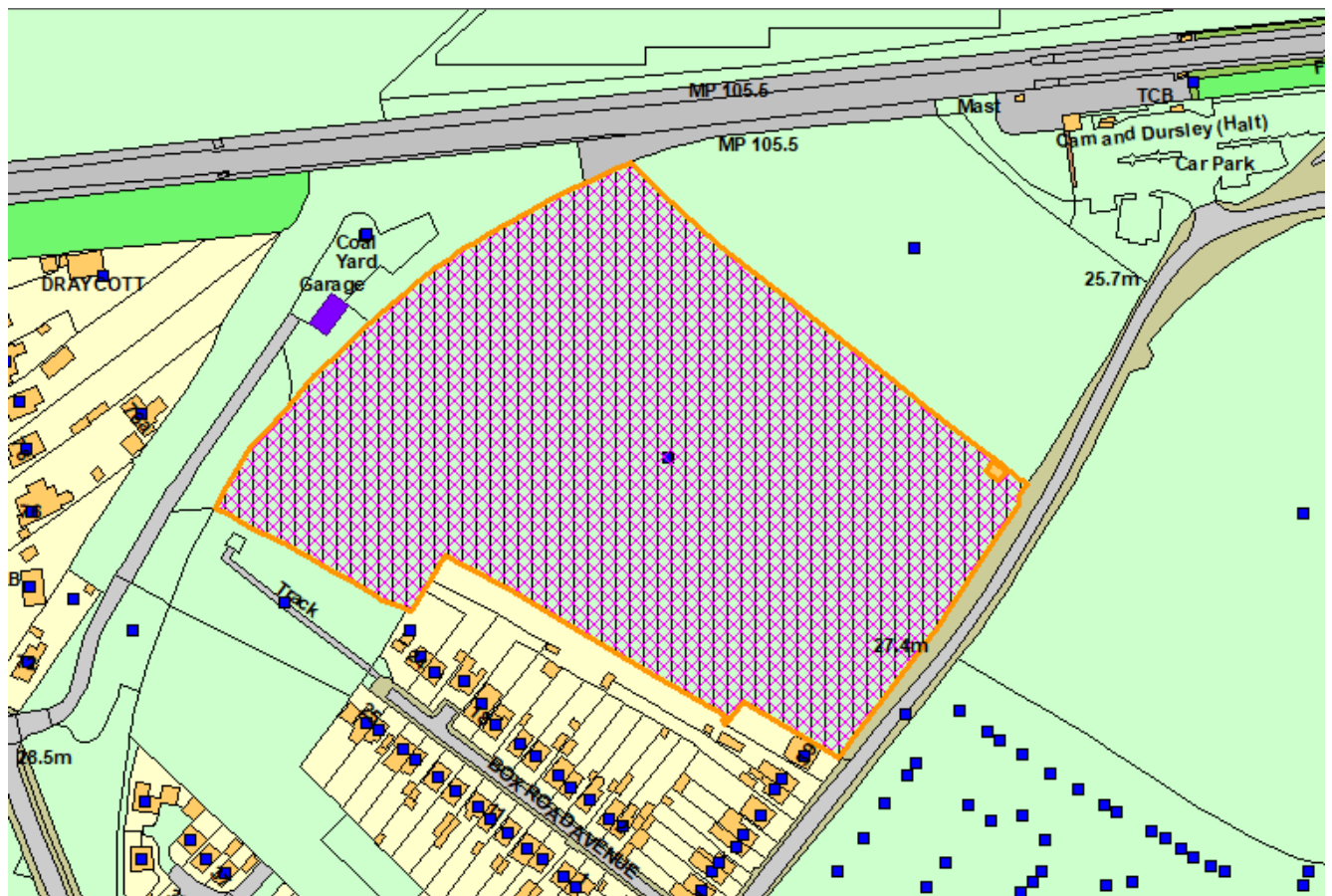




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Item No:	01
Application No.	S.19/0810/REM
Site No.	PP-07670964
Site Address	Land North West Of, Box Road, Cam, Gloucestershire
Town/Parish	Cam Parish Council
Grid Reference	375076,202009
Application Type	Reserved Matters Application
Proposal	Approval of reserved matters following permission S.17/1366/OUT for the erection of 90 residential dwellings (including affordable housing), access related works, with public open space, and associated works (375076 - 202009)
Recommendation	Permission
Call in Request	Cllr Jessica Tomblin





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Applicant's Details	Wainhomes Severn Valley C/o Ridge And Partners LLP, Thornbury House , 18 High Street, Cheltenham, GL50 1DZ
Agent's Details	Ridge And Partners LLP Thornbury House , 18 High Street, Cheltenham, GL50 1DZ,
Case Officer	Amy Robertson
Application Validated	09.05.2019
CONSULTEES	
Comments Received	Environmental Health (E) Flood Resilience Land Drainage Biodiversity Officer Contaminated Land Officer (E) SDC Water Resources Engineer Network Rail(E) Severn Trent Water Ltd (E) Public Rights Of Way Officer
Constraints	Consult area Within 50m of Listed Building Neighbourhood Plan Cam Parish Council Railway land with 10m buffer SAC SPA 7700m buffer
OFFICER'S REPORT	

DESCRIPTION OF SITE

The application site is approximately 3,6ha and located to the north west of Box Road and comprises of a single agricultural field. The site is enclosed by mature hedgerows.

To the north of the site is the Coaley Junction site, to the north east is the agricultural field with Cam & Dursley Railway Station beyond. To the south west are the residential properties of Box Road Avenue and Box Road itself form the south east boundary.

The site obtained outline planning permission for the erection of 90 residential dwellings including affordable housing under reference S.17/1366/OUT.

PROPOSAL

This application relates to the reserved matters for the scheme, including layout, scale, design, open space, landscaping and associated works.

REVISED DETAILS

Significant revisions including layout and design have been made throughout the course of the application.



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REPRESENTATIONS

Statutory Consultees:

Cam Parish Council was consulted and responded stating: No observations but comment: As previous pre-application discussions with the landowner, Cam Parish Council would be supportive of any discussions regarding car parking/land swap on adjoining property.

SDC Arboriculture officer was consulted and at time of writing, no comment was received. Gloucestershire County Council Local Highways Authority were consulted and after significant discussions, are content with the scheme.

Environmental Health were consulted and responded stating no comments on the application.

The senior contaminated lands officer was consulted and responded stating they are satisfied with the information submitted and have no further comments to make on the application.

Gloucestershire Lead Local Flood Authority were consulted and responded stating: "The proposal results in a drainage solution that is far from ideal. As surrounding sites develop independently the overall drainage solution for the development will become increasingly incongruous. The ongoing maintenance costs for future residents will be higher than necessary if a good scheme were implemented in collaboration with other developments in the area. The proposal is for a solution that will work and the drainage calculations accompanying the application show that it will protect properties on the site without increasing the flood risk outside the development area and therefore the LLFA has no reason to object".

SDC water resource engineer responded stating refer to the LLFA response (as above).

The public rights of way officer was consulted and at the time of writing, no comments were received.

Severn Trent Water were consulted and they responded stating no objections.

Network Rail were consulted and responded stating that they have no objection in principle with the development subject to a number of conditions being imposed to secure their assets.

The conservation team were consulted but at the time of writing had not provided a response.

The biodiversity team were consulted and responded stating that the information submitted to discharge conditions 15 and 16 were acceptable - please note this request to discharge these conditions has been moved to application ref: S.19.1966/DISCON.



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Public:

One representation was made from a member of public objecting to the scheme. The objection raised issue with:

- The previous outline scheme showed more landscaping - the proposed scheme will increase light pollution, vehicle fumes etc;
- Security to neighbouring properties is jeopardised;
- The red line boundary is inaccurate
- The boundary hedgerow is inaccurate
- This REM now shows a cycleway that was not part of the outline application - increasing security risk and overlooking opportunities to existing properties;
- The proposed walkway/cycleway will not directly meet up with the Bovis/Millfields development opposite;
- There will be issues of overlooking and loss of privacy for existing properties;
- There will be light pollution from street lights;
- The 2.5 and 3 storey properties are out of keeping on box road;
- The scheme does not allow for wildlife to remain on site

PLANNING CONSIDERATIONS - NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf> to view

Planning (Listed Buildings and Conservation Areas) Act 1990 Section 66(1).

Stroud District Local Plan.

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

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.
- CP5 - Environmental development principles for strategic growth.
- CP6 - Infrastructure and developer contributions.
- CP7 - Lifetime communities.
- CP8 - New housing development.
- CP9 - Affordable housing.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- EI12 - Promoting transport choice and accessibility.
- ES1 - Sustainable construction and design.
- ES2 - Renewable or low carbon energy generation.



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- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.
- ES10 - Valuing our historic environment and assets.
- ES14 - Provision of semi-natural and natural green space with new residential development.
- ES15 - Provision of outdoor play space.

The proposal should also be considered against the guidance laid out in:
Residential Design Guide SPG (2000)
Stroud District Landscape Assessment SPG (2000)
Planning Obligations SPD (2017)

Cam has been designated as a Neighbourhood Area however have not as yet submitted a Neighbourhood Development Plan to the Council.

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 principle of residential development was established under the outline application. Therefore, the design, layout, scale, landscaping and associated works are only up for consideration under this application.

DESIGN AND LAYOUT

The overall layout follows an indicative master plan submitted as part of the outline application. The proposed layout provides a clear frontage onto Box Road, following the linear pattern of development along this stretch of road. Following the established development line in this location helps to root the development to the locality and form a better cohesive channel of development along Box Road.

On entering the site, both vehicular and non vehicular visitors will be drawn to a view of several trees that will lead the eye to where the play area and open space is located. This layout creates the feeling of openness, attracts people to move throughout and within the site, and encourages greater permeability.

Primary roads are proposed to accommodate the main bulk of traffic, with secondary roads leading off these into separate cul-de-sac locations. Materials used will change, clearly demarcating a change in area from main thoroughfare to quieter residential road. The site is less dense to the rear of the application site, furthest from Box Road. In this location, it was thought to have a more informal layout of units running parallel with the walkway and boundary.

A number of trees are proposed within the application site. These trees will form an important visual character to the development, and will create the softening of the built form, as well as creating a sense of place.



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A number of house types are proposed throughout the development. A mixture of detached, semi-detached, terraced and apartment properties are spread throughout the site offering a range of different styles and materials.

The train station overflow car park is proposed to be located to the front of the site, accessed just off Box Road. Some vegetative screening is proposed in order to help mitigate the overall appearance of this section of development.

The designs of the units are considered to be 'tenure-blind', meaning the external appearances of the affordable units are not distinguishable from the full market units.

AFFORDABLE HOUSING

The quantum of affordable units was defined under the outline approval, however their positioning forms part of this reserved matters.

These units are clustered in four main groups within the site.

SDCs supplementary planning guidance document allows up to 8 affordable units in one location before they need to be separated and more widely dispersed. In this instance, the proposed positions comply with the SPG documents.

Fourteen affordable rented units and thirteen shared ownership units are proposed.

The affordable units are secured under the legal agreement of the outline application. As part of this application the applicants propose both shared ownership and rented tenures for these units; a mixture that is accepted by the LPA.

LANDSCAPING

A landscaping master plan has been submitted as part of the application.

This plan in detail describes the extent of existing vegetation to be retained on site, as well as proposing the layout and species of any new planting.

As mentioned above, a number of new trees are to be inserted within the site. Most of the trees will be of a compact variety and will be positioned within small verges between houses/pavements etc. A number of larger trees will be positioned in more prominent locations, either fronting Box Road, to the southern/rear portion of the site and surrounding the SUDS pond and LEAP.

Importantly, a number of new trees are to be inserted along the front boundary to Box Road. This will not only help to soften the built line of the development when stood or travelling along Box Road, but will create an attractive 'avenue' style frontage to the street as a whole.

Species rich grassland and wildflower meadow is also proposed

Overall the proposed landscaping is considered to comply with the policies contained within the local and national planning framework/plan. The scheme is not considered to harm any elevated views from the AONB.



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NOISE/ RESIDENTIAL AMENITY

The outline permission considered the impact of the development of this site for residential development on the neighbouring properties in terms of noise and residential amenity.

As part of this reserved matters application, it is pertinent to assess the residential amenity for those future occupants of the site.

All gardens and external space accords to the Councils minimum space standards and so is considered to be sufficient in these terms.

Distances between buildings are deemed appropriate, being located at sufficient distances as to avoid any loss of privacy between neighbouring properties.

Two areas of open space are proposed within the site, one as an informal walkway with tree-planting and another LEAP for children. This space has been incorporated into the development to increase the amount of amenity space for future occupants, as well as providing a better sense of place and community facility.

The site is located within close proximity to the railway line, however the noise implications of this were considered acceptable under the outline application. There have been no significant material changes to this.

HIGHWAYS

The principal for development for this application, including the access and proposed train station car park was approved under the outline planning application.

Under this application therefore, the internal arrangements, parking and road layout only, are up for consideration.

One access is proposed for the site. This access will serve all the residential units, as well as the committed car park to be used by railway station users.

The proposed internal road layout includes 'main' through fares with pedestrian highways either side, and minor residential roads leading to a smaller number of residential properties to be used as shared spaces. All roads have been considered acceptable in terms of their dimensions and layouts in accordance with highway regulations, with them showing acceptable visibility splays.

Vehicle tracking has been carried out for the site and results are acceptable in order to allow service vehicles and refuse lorries within and around the site.

Parking is provided on plot for private residential units with additional visitor spaces proposed on side-of-road locations.

The proposed car park is to be located on the immediate right hand side as you enter the site and comprises 40 new vehicular parking spaces to be made available to users of Cam and Dursley Railway Station.



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FLOOD RISK

The site is located within Environment Agency Flood Zone 1 (i.e. land being assessed as having a less than 1 in 1000 annual probability or <0.1% chance of flooding) and the Lead Local Flood Authority, concerned with localised flood risk, raised no objection to the outline proposal in light of the submitted information.

This reserved matters application proposes the use of sustainable urban drainage systems (SUDS) as well as foul/surface water sewers within the scheme- a solution similarly considered appropriate.

The SUDS basin is to be located to the rear of the application site and will be surrounded by landscaping. The basin will not only form an effective drainage solution for surface water, but will also provide a beneficial landscape feature within the site.

RECOMMENDATION

That the application be approved.



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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:

Car Park Management Plan (CPMP) – 17th January 2020
Electrical Vehicle Car Charging Plan – 17th January 2020
P18-2467-03G – STRATEGIC LANDSCAPE MASTERPLAN–
22nd January 2020
P18-2467-04G – DETAILED POS PROPOSALS – 22nd January
2020
P18-2467-05H-DETAILED ON PLOT LANDSCAPE
PROPOSALS– 22nd January 2020
AVO-18071-CIV-004-A03 PROPOSED EXTERNAL LEVELS -
20th January 2020
AVO-18071-CIV-005-A02 CARRIAGEWAY LONGITUDINAL
PROFILES - 20th January 2020
AVO-18071-CIV-006-A01 HIGHWAY CONSTRUCTION DETAILS
– 20th January 2020-01-28
AVO-18071-CIV-007-A03 SURFACE WATER RISING MAIN
ALONG BOX ROAD – 20th January 2020
AVO-18071-CIV-008-A03 - FOUL WATER RISING MAIN ALONG
BOX ROAD – 20th January 2020
AVO-18071-CIV-010-A03 - DRAINAGE LAYOUT SHEET 1- 20th
January 2020
AVO-18071-CIV-011-A03- DRAINAGE LAYOUT SHEET 2 – 20th
January 2020
AVO-18071-CIV-012-A03 - PROPOSED DRAINAGE STRATEGY-
20th January 2020
AVO-18071-CIV-021-A01 - PRIVATE DRAINAGE DETAILS
SHEET 2 – 20th January 2020
AVO-18071-CIV-021-A01- ADOPTABLE DRAINAGE DETAILS
SHEET 2- 20th January 2020
AVO-18071-CIV-026-A01- ADOPTABLE DRAINAGE DETAILS
SHEET 2 – 20th January 2020
AVO-18071-CIV-027-A02- ADOPTABLE DRAINAGE DETAILS
SHEET 3 – 20th January 2020
AVO-18071-CIV-070-A03 - REFUSE VEHICLE SWEPT PATHS
SHEET 1 – 20th January 2020
AVO-18071-CIV-071-A03- REFUSE VEHICLE SWEPT PATHS
SHEET 2 – 20th January 2020
AVO-18071-CIV-072-A03 - FIRE TENDER SWEPT PATHS
SHEET 1 – 20th January 2020
AVO-18071-CIV-071-A03 - FIRE TENDER SWEPT PATHS
SHEET 2 – 20th January 2020
AVO18071-CIV-001-A04 – GENERAL ARRANGEMENT – 20th
January 2020
P18-2467_03P – SITE LAYOUT – 20TH January 2020
P18-2467_07G – MATERIALS – 20th January 2020



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P18-2467_08F – BOUNDARIES AND SURFACES – 20TH JANUARY 2020

P18-2467_09F – MOVEMENT PLAN – 20TH January 2020

P18-2467_10G – PARKING STRATEGY – 20th January 2020

P18-2467_10G – REFUSE STRATEGY – 20TH January 2020

P18-2467_12F – ADOPTABLE AREAS – 20th January 2020

P18-2467_13F – CHARACTER AREAS – 20th January 2020

P18-2467-18C – STREET SCENES – 22nd October 2019

P18-2467_17D – BUILDING HEIGHTS – 22nd October 2019

P18-2467_19F – HOUSE PACK – 22nd October 2019

Reason:

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