

# Public Document Pack



## STROUD DISTRICT COUNCIL

Council Offices • Ebley Mill • Ebley Wharf • Stroud • GL5 4UB  
Telephone 01453 766321  
www.stroud.gov.uk Email: democratic.services@stroud.gov.uk

Monday, 22 March 2021

## DEVELOPMENT CONTROL COMMITTEE

A remote meeting of the Development Control Committee will be held on **TUESDAY, 30 MARCH 2021** at **6.00 pm**

Kathy O'Leary  
Chief Executive

*This is a remote meeting in accordance with the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.*

### **Venue**

*This meeting will be conducted using Zoom and a separate invitation with the link to access the meeting will be sent to Members, relevant officers and members of the public who have submitted a request to speak.*

### **Public Speaking**

*The procedure for public speaking which applies to Development Control Committee is set out on the page immediately preceding the Planning Schedule.*

*Members of the public, who have not submitted a request to speak at the meeting, are invited to access the meeting streamed live via Stroud District Council's [YouTube channel](#).*

### **Recording of Proceedings**

*A recording of the meeting will be published onto the [Council's website](#). The whole of the meeting will be recorded except where there are confidential or exempt items, which may need to be considered in the absence of press and public.*

## **AGENDA**

1. **APOLOGIES**  
To receive apologies of absence.
2. **DECLARATIONS OF INTEREST**  
To receive Declarations of Interest in relation to planning matters.

**3. MINUTES (Pages 3 - 10)**

To approve and sign as a correct record the minutes of the Development Control Committee meeting held on 23 February 2021.

**4. PLANNING SCHEDULE AND PROCEDURE FOR PUBLIC SPEAKING (Pages 11 - 16)**

(Note: For access to information purposes, the background papers for the applications listed in the above schedule are the application itself and subsequent papers as listed in the relevant file.)

**4.1 MANOR HOUSE, LOWER LITTLEWORTH, AMBERLY, STROUD (S.20/2729/HHOLD) (Pages 17 - 36)**

Resubmission of S.19/2716/HHOLD - Revised application for creation of studio with associated landscaping & hard standings.

**4.2 LAND SOUTH OF RAILWAY LINE, BOX ROAD, CAM, GLOUCESTERSHIRE (S.18/2697/OUT) (Pages 37 - 68)**

Outline Planning Permission, with all matters reserved except means of access, for; up to 42 residential dwellings; open space and landscaping; roads, parking and new access off Box Road; SuDS; and associated ancillary and infrastructure works.

**4.3 LAND AT QUADRANT DISTRIBUTION CENTRE, QUADRANT WAY, HARDWICKE, GLOUCESTER (S.18/1947/OUT) (Pages 69 - 130)**

Erection of 160 dwellings comprised of 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses & 12 Flats, with all matters reserved except for access

**Members of Development Control Committee**

**Councillor Martin Baxendale (Chair)**

Councillor Dorcas Binns  
Councillor Nigel Cooper  
Councillor Haydn Jones  
Councillor Norman Kay  
Councillor Steve Lydon

**Councillor Miranda Clifton (Vice-Chair)**

Councillor Jenny Miles  
Councillor Sue Reed  
Councillor Mark Reeves  
Councillor Jessica Tomblin  
Councillor Tom Williams



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## DEVELOPMENT CONTROL COMMITTEE

23 February 2021

6.00 pm – 9.20 pm

Remote Meeting

Minutes

# 3

### Membership

<b>Councillor Martin Baxendale (Chair)</b>	P	Councillor Steve Lydon	P
<b>Councillor Miranda Clifton (Vice-Chair)</b>	P	Councillor Jenny Miles	P
Councillor Dorcas Binns	A	Councillor Sue Reed	P
Councillor Nigel Cooper	P	Councillor Mark Reeves	P
Councillor Haydn Jones	P	Councillor Jessica Tomblin	P
Councillor Norman Kay	P	Councillor Tom Williams	P

P = Present A = Absent

### Officers in Attendance

Head of Development Management	Senior Biodiversity Officer
Majors & Environment Team Manager	Principal Planning Officer
Monitoring Officer	Senior Planning Officer
Strategic Director of Place	Senior Democratic Services & Elections Officer
Principal Planning Lawyer, One Legal	Democratic Services & Elections Officer
Specialist Conservation Officer	

### Other Member(s) in Attendance

Councillor Ken Tucker	Councillor Lindsey Green
Councillor Martin Whiteside	Councillor Mattie Ross

### Others in Attendance

Stephen Hawley, GCC Highway Team Leader

### DC.027 APOLOGIES

Apologies were received from Councillor Binns.

### DC.028 DECLARATIONS OF INTEREST

There were none.

### DC.029 MINUTES

**RESOLVED That the Minutes of the meeting held on 5 January 2021 were approved as a correct record.**

**DEVELOPMENT CONTROL PLANNING SCHEDULE**

Representations were received and taken into account by the Committee in respect of the following Applications:

1	S.20/2473/VAR
2	S.19/1502/FUL
3	S.19/1503/LBC

**DC.030                    GOSPEL HALL, CHURCH STREET, STROUD (S.20/2473/VAR)**

The Senior Planning Officer introduced the report and outlined considerations relating to policies ES10, HC1 and ES3. The development was now being built to specified variations, including the current request to change to increased ridge heights. A comparative proposal had not been approved in 2017 and reduced levels of height increase were now being sought. Differences across the roof heights were deemed of minimal impact. The changes proposed, although varied across the units and not insignificant, were stepped and considered acceptable since no detrimental impact had been demonstrated, including through the sunlight study submitted. The recommendation was therefore to resolve to grant permission, subject to an updated section 106 legal agreement. The original planning application had been subject to a section 106 legal agreement, relating to the Rodborough Common Special Area of Conservation mitigation contribution as well as the Costwold Beechwoods Information Homes Pack. These needed to be updated for this latest application to ensure they were secured.

Gethin Jenkins, neighboring resident of 49 Lansdown, joined the meeting and spoke against the proposed variations and on behalf of a number of residents. Seventeen objections had been raised in total. The following points were highlighted:

- Although there was no variation in changes to the layout, the latest proposal was not in line with previous planning applications regards proximity to neighboring properties. This would be raised as a separate issue.
- There was strong disagreement that the impact of the proposed maximum ridge height change of 480mm was not deemed significant. Residents considered this as not within tolerable limits. The element of confusion within the developer’s documents also caused a lack of confidence in the accuracy of data submitted. Inconsistencies with comparative data derived from a local consultancy had been found.
- The increased ridge heights related to roof height but did not include windows or wall plates. This was believed to be incorrect based on the original visual impact assessment submitted to the Council, in which the impact had been assessed for windows at a lower height than the ones in the current proposal.
- The sun shadowing report contained a number of errors. Indexes and values used as a basis were not wholly correct. The 12.00pm visualisation did show an impact on the houses to the north of the development, but based on the correct data, this impact would be 3m greater into the gardens than suggested.
- The example of the bedroom of the speaker’s daughter was given. This now had five additional windows facing into it, which opened, looked down over and into the neighboring properties and were higher than previously agreed. The conclusion that this would not cause an impact on local residents was disagreed with.
- The history of the development project had been controversial from the start regards behaviours on site, noise, dust, vibration, drones and intimidation. Errors and confusion in the submitted documents and lack of accurate information communicated directly with residents had caused concerns around the competence and intention of the architects and developers. Where impact became intolerable, but was not deemed so, families and resident’s lives were affected.

Nick Mills, Agent, spoke in support of the application and highlighted points including:

- Ridge heights had to be raised by an average of 390mm to accommodate the necessary head heights required for stairwells which was at least 2m for compliance with building regulations. In order to keep the raising to a minimum, cat slide roofs over stairs and bathrooms had been incorporated to ensure compliant head heights.
- Floor levels of the units at the eastern end of the site closest to 9 Church Street and the semi-detached properties on Lansdown had been marginally reduced, which minimised the increase to 330mm. The construction height was lower than this.
- The developer had been mindful to keep changes to a minimum and any impact to neighbours as low as possible.
- The gradient of Brick Row was found to be steeper than suggested in the original survey, therefore an increase in stepping height was required.
- The steepness of the road led to the higher ridge heights on the west side of the site closest to Church Court.
- A shadow study had been conducted and computer-generated images had been submitted which showed any identified impacts.

Councillor Jones asked why the variations in ridge heights being proposed had not been accommodated correctly at the start of the planning application process and queried what work had been done by Officers to ensure the accuracy of reports submitted by the developer. The Senior Planning Officer confirmed that all submissions had been cross-referenced with the original application submitted. Councillor Kay raised further questions regards any investigations the Planning team had carried out, the increased amount of velux windows and the overbearing issues for the residents of Lansdown Road. Members were informed by the Senior Planning Officer that the developers were not under any obligation to give a reason as to why the variation was being proposed. The differences now being considered did not give rise to any significant detrimental impact. The Head of Development Management added that no further justification was required. There was no demonstrable harm inherent in any of the proposed variations nor any issue with the information submitted by the developers. Councillor Tomblin requested further information about the height of the new windows and whether these were additional or repositioned. The Senior Planning Officer confirmed that no windows were being added to the wall plate, but the velux and cat slide windows were additional and at eye level. There were five extra windows which served landings and bathrooms. A condition on these windows could be added if deemed necessary, prior to occupation and in perpetuity, to provide obscure glazing and minimal opening.

Councillor Lydon proposed and Councillor Cooper seconded the recommendation, to include an additional condition regards the use of obscured glass and limited opening, in order to address overlooking concerns. The Head of Development Management explained that the aspect from the roof light windows looked out into the valley due to the orientation of the buildings. Councillor Williams proposed an amendment that that this condition should not be added, which was seconded by Councillor Miles. After some debate, a vote was taken on this amendment, with 7 votes for and 4 against. It was therefore decided to not add the condition.

The substantive Motion relating to the Officer's original recommendation to permit, without any additional condition to be added, was then proposed by Councillor Lydon, seconded by Councillor Williams and debated.

On being put to the vote it was carried, with 9 votes for and 2 against.

**RESOLVED To APPROVE Permission for Application S.20/2473/VAR subject to satisfactory completion of S106 legal agreement.**

The Majors & Environment Team Manager introduced the proposal, which was focused on enabling the initial infrastructure of the development. The detailed design of the wider scheme was to be brought forward at a later date. Key features were outlined including:

- reinstatement of the canal;
- location of the canal basin in the middle of the development;
- opening up of the river;
- provision of new access from London Road;
- creation of a new bridge from Brimscombe Hill with the canal and river to flow under;
- demolition of several buildings on site including within the business park and industrial estate, and
- the wider site was allocated for redevelopment within the Local Plan.

There were continuing discussions regards relocation options and help for Rush Skate Park and Inside Football. The loss of these indoor sports facilities was considered to be outweighed by the significant recreational benefits of the canal development and the wider public benefits of the development as a whole. The Long Table and other commercial spaces in the business park area would also be lost. Whilst this was a great shame, this proposal would enable the wider redevelopment of the site, supported by policies, and provided a significant opportunity to bring wider benefits across the whole site. Concerns had been raised and acknowledged regards potential impact on The Golden Valley Cycleway project. This project was still at study stage with no funding yet secured. Detailed drawings were not yet available to be able to assess any potential impact. The proposal was for the main infrastructure and did not preclude a cycleway in any way. This would form part of the design brief during the next phase. Condition 18 could however be amended to give extra reassurance that provision for cycleways would be considered in the detailed design of access arrangements going forward. The Local Lead Flood Authority and Environment Agency had been consulted on flood risk and were satisfied with the details and drainage proposed. Furthermore, the canal development and opening up of the river would enable some parts of the site to be brought out of flood risk. This would be of benefit and would be looked at in further detail going forward. Members were also informed of late objections received which raised concerns on ecology issues including the loss of three cedar trees adjacent to the business park end of the site. These had been surveyed again and have a low potential to support roosting bats, therefore soft felling in winter was proposed to ensure no impact.

The Senior Biodiversity Officer summarised further ecology aspects, for which various surveys had been undertaken dating back to 2015. Unit 5 had initially been demolished at the eastern end of the site in 2020 for which the potential impact on roosting horseshoe bats had been surveyed. Installation and monitoring of bat boxes had been implemented in mitigation and findings were positive. Further activity and monitoring surveys had been conducted by highly experienced ecologists in suitable weather conditions for all other buildings on the site proposed for demolition. A question mark had been raised over building P and Q regards the common, crevice-dwelling pipistrelle bat. Bat boxes would be installed to mitigate these potential risks. It had also been conditioned that works would be undertaken with the CEMP, which had recommended that further surveys should be done and a low impact licence should be sought. Complaints had been received about the level of information provided regarding the flight line along the River Frome. Whilst it had been assumed that this was being used as a bat corridor, as many of the Stroud Valleys are, it was confirmed that the works to the canal proposed would not impact the flight line. No vegetation would be removed apart from the wooded section necessary to facilitate the canal development. Bat-foraging capabilities were expected to be enhanced within the site.

The Majors & Environment Team Manager brought Members' attention to the updated schedule of conditions. These included lighting required to mitigate ecological impact, which would be looked at to ensure any impact was low to none. The scheme also had embedded mitigation and further conditions relating to migratory fish, on which a specialist at Natural England had been consulted. Confirmation was pending regards this. Members were asked to consider an updated recommendation, which was seeking resolution to grant authority for permission, subject to receiving this confirmation from Natural England over the HRA-Appropriate Assessment, particularly regards the assessment on migrating fish. Late pages had been shared in which lighting and other ecologically-related conditions were detailed.

The proposal included the demolition of various buildings across the site, many of which were modern industrial buildings. However, due to historical factors, the loss of the curtilage listed old Port House and some buildings attached to Port Mill required particular consideration. The loss of these had been tested according to policy and the substantial public benefit was considered to outweigh the harm of their loss. Their demolition would allow the canal scheme to come forward, enhance the conservation area, allow greater interpretation and enjoyment of the site and provide further opportunities for wider development.

The Head of Development Management brought Members' attention to questions raised by Minchinhampton Parish Council. These contained two key requests:

- Grazing season to be avoided, since road closures on Brimscombe Hill during development work could impact upon cows grazing out on the common from May to November, and
- Clarification regards whether or the cycle route along the A419 would be included.

The Majors & Environment Team Manager advised that the cows' grazing season on Minchinhampton Common was not an issue for determining this planning application and would be a matter for the local highways authority when considering the timing of the works to the public highway, and that there was nothing in the proposal that precluded a cycleway coming forward.

Councillor Whiteside, Ward Member for Brimscombe and Thrupp, joined the meeting to speak on behalf of the ward community, for whom this development had been a long-held aspiration since 2003. A working group had been set up to ensure the wishes of the community were brought to the fore. Surveys and large meetings had been organised and community ideas and aspirations for the development had crystallised, incorporating the port basin, a connected canal, a mix of housing and employment, a community enterprise hub and design. There had been some false starts including a developing area action plan that had become invalidated due to a change in government rules, a tender that had received no bids and lapsed British Waterways plans for the site. The community had started to grow weary and sceptical, but after some recent work with Parish Councillor Graham Russell, a bid had been submitted and a £2 million grant had been secured, which was transformational. A huge amount of work had been done. Five key challenges remained:

- Short-term leases with community enterprises - the social enterprises on site occupied buildings that were not fit for purpose, with leaking asbestos roofs. It was already agreed that they would eventually vacate but an excellent, effective local hub had been formed and the community did not want this social capital to be lost. Alternative homes for some of these businesses had possibly been found, but if that took longer than planned, flexibility on development timeframes would be required;
- Timing of demolition - certainty must be sought that the redevelopment was scheduled and funded before any demolition happened, with similar caution required over the cedar trees, to avoid a blighted site being created;
- Dangers of A419 for cyclists – since a modal shift to cycling was a key part of the council's CN2030 Strategy, the issue of safety for cyclists along this main road must

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be addressed. This new development presented an opportunity in respect of this and the principle of improved cycling connections should be kept high on the agenda;

- Biodiversity - it was positive that the leisure corridor would be opening up via the connected canals, however this needed to be done with care, appropriate lighting design and through working with the natural vegetation, and
- Community collaboration - the seventeen-year development to date of this project, and its long-established importance to the local community, meant that it remained essential that all planning would always be done with, rather than 'to' the community, including work with cyclists, nature, the social enterprises and all residents.

Colette Wilson joined the meeting to speak on behalf of Brimscombe and Thrupp Parish Council. There was broad support for and excitement about the development, but some overarching concerns had also been received from local residents including:

- The feeling of consultation fatigue and potential shock due to lack of clarity around timescales and strategy. It was suggested that a long lead in time would be beneficial as would active, clear communications to enhance understanding and information;
- Anti-social behaviour and dereliction was a worry, especially given three nearby derelict mill building sites that were already causing issues with vandalism, graffiti, rubbish and trespassing within empty units;
- What could be done to tie in the demolition works to the wider development works;
- The changes and transition to the area could result in feelings of loss, bereavement and conflict, which would be mitigated through community engagement including plenty of meetings and opportunities for residents to be listened to freely;
- The loss to the local area of the indoor sports facilities and Grace Network social enterprises, particularly as there were around 75 local residents in employment with these businesses which would be a significant loss, and
- The flat expanse of common land on the current site, currently used by local families for recreation time such as cycling, within an otherwise steep-sided valley.

Local resident Debbie Bird joined the meeting to speak in opposition. As a parent of a young person who attended the Rush Skate Park, Debbie raised the point of the timing of the proposed development work and asked Members to reflect upon this in light of the pandemic, requesting to let Rush Skate Park operate until at least the end of the school summer holidays in 2021, during which young people would be able to benefit from the facility if it were to stay open. This would sustain an invaluable resource at a hard time for young people, where mental health and wellbeing was a primary concern, and avert any adverse impact due to the closure of the facility if that were to happen before the end of the school holidays. Debbie Bird suggested to Members that none of the local social enterprises on the existing site should be moved out of their current premises in too much of a hurry.

The applicant Alison Fisk, Head of Property Services, outlined the following aspects:

- Brimscombe Port was the largest inland port in the country with a unique history and importance, designated for redevelopment in the Local Plan since 2015;
- As a large brownfield site needing to be brought out of the flood plain, the levels of infrastructure and decontamination costs to be delivered for this complicated development were disproportionately high;
- The design and flood modelling presented huge challenges as well as a fantastic opportunity to create an exemplar in sustainable design in a unique waterside setting. This would be of national draw as a leisure and recreation hub, along with all the retail, residential, commercial and social benefits for local residents and businesses;
- Design work had been carried out over several years to date with the consultants Atkins, and in partnership and consultation with the Parish Council, Stroud Valleys



Canal Company, the Environment Agency and the Highways Authority. Requirements were to be balanced across all stakeholders involved;

- There had been a well-attended pre-application public event;
- The proposed infrastructure would reopen the culverted river and naturalise some of its banks, and reintroduce extensive open areas of water within the canal basin;
- A secluded area of woodland for protected species would be retained;
- Although the loss of the Port House was regrettable, the canal could not be reinstated and connected without its loss and the setting of Port Mill would be enhanced overall;
- Once this phase was agreed, a development partner could be procured along with further consultation with all stakeholders;
- Public investment secured was time-limited and any delays would pose a risk to this;
- The project was a key corporate priority of Stroud District Council, and
- This proposal, if agreed, would give a significant leap in bringing forward the overall project vision and give certainty of the heart being put back into the local community.

Councillor Williams asked why there was no mention in the proposals of migrating brown trout. The Senior Biodiversity Officer advised Members that due to weirs on the River Frome the levels of migrating fish such as salmon were low. This was also likely to be the case for trout. The Environment Agency wanted to reduce the amount of weirs as they were barriers to migrating fish along the watercourse. By unculverting the channel, using modifications such as eel pass doors and letterbox culverts, the velocity of the current could be reduced allowing more fish such as eels and elvers to migrate. The weirs downstream were also a focus and the overall aim was to improve the watercourse for all fish including sea trout. The nature of the still and slow-moving water environment was discussed in respect of it being a habitat for insects and therefore an area in which bats could benefit. There was great potential to enhance bat-foraging capabilities so long as the lighting within the development was appropriately considered and properly actioned.

Councillor Kay highlighted the issue of cycleways routed through the development and proposed the discussion of some enhanced wording being added to Condition 18, following a related suggestion from Stroud Town Council. The Majors & Environment Team Manager acknowledged this as an aspiration, but one for which more information and design details on the location and route of the cycleway would be needed. He advised this level of detail would be addressed in later stages of the development proposals, but upheld that it could be added at this stage, if deemed appropriate, to give extra reassurance regards potential provision and in relation to the latest iteration of the cycleway design through the site. Councillor Lydon raised whether it would be appropriate or normal practice for Members to suggest changes to conditions that could be preemptive. Stephen Hawley, GCC Highway Team Leader, explained that the condition already included sufficient wording re access, but that there would be no harm in expanding the wording if that was deemed helpful for clarity. Road user hierarchy would be considered as a normal part of the due diligence in any case.

Councillor Lydon referenced the Senior Arboriculture Officer's reporting on the cedar trees on site having merit and asked should this be taken on board at face value, or was it an advisory position. The Head of Development Management advised this had to be considered against all other factors within the planning balance. Overall, there was no possibility to save these trees and it was legitimate for this to be considered a balanced decision. Councillor Williams enquired whether there was an image overlay which could demonstrate how the new post basin would correspond to the original. The Majors & Environment Team Manager showed pictures and informed Members what the new routing and layout would be in comparison to the existing routes.

Councillor Jones asked about listed building consent and potential impact on the heritage assets on site. The Specialist Conservation Officer gave information on the removal of the

## Agenda Item 3

2020/21

modern buildings from the 1960s and 1970s attached to Port Mill and of the multi-purpose nineteenth-century Port House, which was curtilage listed. This had been rendered, re-roofed and extended, possibly twice since the 1840s. This asset was important to the area and for the evolution of the site, having been originally built to serve the purposes of the Mill. Legislation required careful consideration to be given to the demolition. The impact of the removal of the Port House had to be weighed up against the public benefits of the scheme as a whole. Any damage to the Mill resulting from the demolition of the attached modern element would be made good and addressed via proposed conditions.

Councillor Williams asked whether any provision for visitor parking, a visitor's centre and a café could be added to the proposals at a later date. The Majors & Environment Team Manager advised that detail on this would not be included in the current proposal included only the main infrastructure for the site, but options around active use of units such as cafés would be coming forward in future stages of the development. The meeting was paused for four minutes whilst Councillor Tomblin regained connection and then re-joined the meeting.

Councillor Kay proposed and Councillor Jones seconded an amendment to the resolution, to include the following underlined additional wording: "To delegate authority to the Head of Development Management to permit subject to receiving the agreement of Natural England over the HRA-Appropriate Assessment, with the updated conditions including the addition of "and cycleways" to condition 18." Stephen Hawley, GCC Highway Team Leader, confirmed this wording as appropriate, if it was deemed a requirement, in respect of its enhancement to the decision whilst also being integrative of further detail still pending. The need for an amendment to add this additional wording was then debated by Members. On being put to the vote, the amendment was carried with 7 votes for and 4 against.

Councillor Kay and Councillor Jones agreed to propose and second the amended resolution. On being put to the vote, the Motion was carried, including the amendment, unanimously.

**RESOLVED To grant delegated authority to the Head of Development Management to approve permission for Application S.19/1502/FUL subject to receiving the agreement of Natural England over the HRA-Appropriate Assessment, with the updated conditions including the addition of "and cycleways" to condition 18.**

**DC.032 BRIMSCOMBE PORT BUSINESS PARK, PORT LANE, BRIMSCOMBE (S.19/1503/LBC)**

The Specialist Conservation Officer summarised the two main aspects of the application; the demolition of the industrial modern buildings attached to Port Mill and the demolition of the Port House. Historic England had been consulted and comments were received with no objections. Clarification had been sought, and Officers had since assessed and were satisfied, that sufficient information had been gathered on the significance of the old Port House, and that there would be substantial public benefits required to outweigh the harm. The recommendation was therefore for consent, including the condition for the making good of the historic buildings.

Councillor Lydon proposed and Councillor Cooper seconded. On being put to the vote, the Motion was carried unanimously.

**RESOLVED To grant consent for Application S.19/1503/LBC**

The meeting closed at 9.20 pm.

Chair



# **Stroud District Council**

## **Planning Schedule**

### **30<sup>th</sup> March 2021**

In cases where a Site Inspection has taken place, this is because Members felt they would be better informed to make a decision on the application at the next Committee. Accordingly, the view expressed by the Site Panel is a factor to be taken into consideration on the application and a final decision is only made after Members have fully debated the issues arising.

## DEVELOPMENT CONTROL COMMITTEE

### Procedure for Public Speaking

The Council encourages public speaking at meetings of the Development Control Committee (DCC). This procedure sets out the scheme in place to allow members of the public to address the Committee at the following meetings:

**1. Scheduled DCC meetings**

**2. Special meetings of DCC**

#### Introduction

Public speaking slots are available for those items contained within the schedule of applications. Unfortunately, it is not permitted on any other items on the Agenda.

The purpose of public speaking is to emphasise comments and evidence already submitted through the planning application consultation process. Therefore, you must have submitted written comments on an application if you wish to speak to it at Committee. If this is not the case, you should refer your request to speak to the Committee Chairman in good time before the meeting, who will decide if it is appropriate for you to speak.

Those wishing to speak should refrain from bringing photographs or other documents for the Committee to view. Public speaking is not designed as an opportunity to introduce new information and unfortunately, such documentation will not be accepted.

Scheduled DCC meetings are those which are set as part of the Council's civic timetable. Special DCC meetings are irregular additional meetings organised on an ad-hoc basis for very large or complex applications.

#### Before the meeting

You must register your wish to speak at the meeting. You are required to notify both our Democratic Services Team [democratic.services@stroud.gov.uk](mailto:democratic.services@stroud.gov.uk) and our Planning Team [planning@stroud.gov.uk](mailto:planning@stroud.gov.uk) by 12 noon 1 clear working day before the day of the meeting, exceptionally, the council will consider late representations if appropriate.

#### At the meeting

If you have registered to speak at the meeting, please follow the instructions contained within the "Guidance for Public Participants for Remote Meetings which will have been provided to you by Democratic Services. Where more than one person wishes to speak, you may wish to either appoint one spokesperson or share the slot equally, democratic services will inform you by email should there be more than one speaker sharing the timeslot.

**1. Scheduled DCC Meetings**

**Planning Schedule 30/03/2021**

There are three available public speaking slots for each schedule item, all of which are allowed a total of **four minutes** each:-

- Town or Parish representative
- Objectors to the application and
- Supporters of the application (this slot includes the applicant/agent).

**Please note:** to ensure fairness and parity, the four minute timeslot is strictly adhered to and the Chairman will ask the speaker to stop as soon as this period has expired.

Those taking part in public speaking should be aware of the following:

- They will be recorded and broadcast as part of the Council's webcasting of its meetings.
- Webcasts will be available for viewing on the Council's website and may also be used for subsequent proceedings e.g. at a planning appeal.
- Names of speakers will also be recorded in the Committee Minutes which will be published on the website.

The order for each item on the schedule is

1. Introduction of item by the Chair
2. Brief presentation and update by the planning case officer.
3. The Ward Member(s)
4. Public Speaking
  - a. Parish Council
  - b. Those who oppose the application
  - c. Those who support the application
5. Committee Member questions of officers
6. Committee Members motion tabled and seconded
7. Committee Members debate the application
8. Committee Members vote on the application

## Agenda Item 4

### Planning Schedule 30/03/2021

#### 2. Special DCC meetings

There are three available public speaking slots for each schedule item, all of which are allowed a total of up to **eight minutes** each:-

- Town or Parish representative
- Objectors to the application and
- Supporters of the application (this slot includes the applicant/agent).

**Please note:** to ensure fairness and parity, the eight minute timeslot will be strictly adhered to and the Chairman will ask the speaker to stop after this time period has expired.

Those taking part in public speaking should be aware of the following:

- They will be recorded and broadcast as part of the Council's webcasting of its meetings.
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**Planning Schedule 30/03/2021**

<b>Parish</b>	<b>Application</b>	<b>Item</b>
Minchinhampton Parish Council	Manor House, Lower Littleworth, Amberley. S.20/2729/HHOLD - Resubmission of S.19/2716/HHOLD - Revised application for creation of studio with associated landscaping & hardstandings.	01
Cam Parish Council	Land South Of Railway Line, Box Road, Cam. S.18/2697/OUT - Outline Planning Permission, with all matters reserved except means of access, for; up to 42 residential dwellings; open space and landscaping; roads, parking and new access off Box Road; SuDS; and associated ancillary and infrastructure works.	02
Hardwicke Parish Council	Land At Quadrant Distribution Centre, Quadrant Way, Hardwicke. S.18/1947/OUT - Erection of 160 dwellings comprised of 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses & 12 Flats, with all matters reserved except for access	03

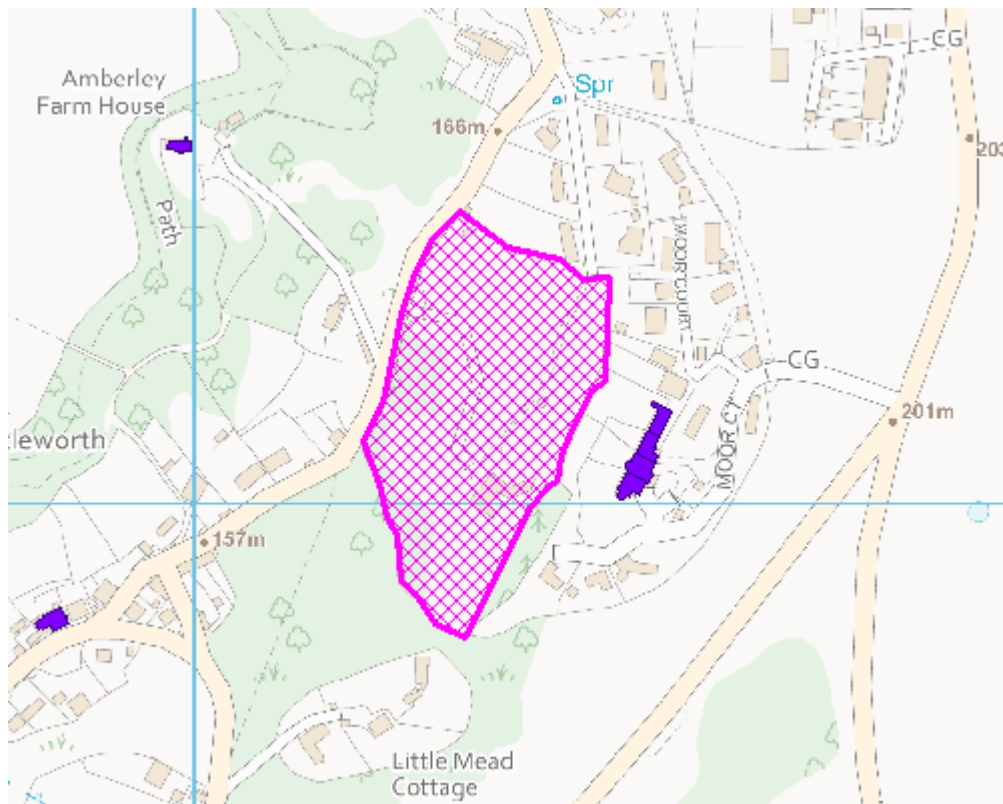
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## Development Control Committee Schedule 30/03/2021

<b>Item No:</b>	<b>01</b>
<b>Application No.</b>	S.20/2729/HHOLD
<b>Site Address</b>	Manor House, Lower Littleworth, Amberley, Stroud
<b>Town/Parish</b>	Minchinhampton Parish Council
<b>Grid Reference</b>	385192,202007
<b>Application Type</b>	Householder Application
<b>Proposal</b>	Resubmission of S.19/2716/HHOLD - Revised application for creation of studio with associated landscaping & hard standings.
<b>Recommendation</b>	Permission
<b>Call in Request</b>	Councillor Nicholas Hurst



## Agenda Item 4.1



### Development Control Committee Schedule 30/03/2021

<b>Applicant's Details</b>	Mr K Washburn & Ms P Lyon C/O Mr A Case, 12 Marling Crescent, Paganhill, Stroud, Gloucestershire GL5 4LB
<b>Agent's Details</b>	Mr A Case 12 Marling Crescent, Paganhill, Stroud, Gloucestershire, GL5 4LB
<b>Case Officer</b>	Griffith Bunce
<b>Application Validated</b>	15.12.2020
	<b>CONSULTEES</b>
<b>Comments Received</b>	Arboricultural Officer (E) Conservation North Team Environmental Health (E) Conservation South Team
<b>Constraints</b>	Area of Outstanding Natural Beauty Kemble Airfield Hazard Within 50m of Listed Building Neighbourhood Plan Minchinhampton Parish Council Rodborough 3km core catchment zone Site of Special Scientific Interest Single Tree Preservation Order Points TPO Areas (Woodland/ Groups)
	<b>OFFICER'S REPORT</b>

### INTRODUCTION

This application seeks planning permission for the erection of a single-storey outbuilding at Manor House in Lower Littleworth. The outbuilding would provide a music studio and recording facilities. Built into a bank, the building would have a front-facing mono-pitch green roof with rendered walls.

Planning permission has previously been given for a replica building in an alternative location within the site (S.19/2716/HHOLD). Site investigations have identified underground constraints which have resulted in the relocation of the building.

In terms of constraints, the site is located outside of any defined settlement limits, there is a listed building to the east, and this part of the District is within the Cotswolds Area of Outstanding Natural Beauty.



## Development Control Committee Schedule 30/03/2021

### REPRESENTATIONS

Conservation: No objection.

The site is located within 50 metres of a listed building. The previous proposal was for a largely subterranean building that would have nestled within the slope of the land and been largely hidden from views. This proposal is for a more stand-alone building that will have a greater visual impact. The long range views of the site have been assessed and the proposed building will not be harmful to the setting of Moor Court.

Environmental Protection:

No objection subject to suggested conditions -

1. 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.
2. Construction/demolition works, including earthworks, shall not be commenced until a scheme specifying the provisions to be made to control dust emanating from the site has been submitted to and approved in writing by the Local Planning Authority.
3. The studio hereby permitted shall only be used for domestic purposes incidental to the enjoyment of the dwelling house as such, and not for any industrial, commercial or business use.

Severn Trent: No objection.

There may be a public sewer within or in close proximity to the application site. Consent is required from Severn Trent to build close to, build directly over, or divert a sewer. The applicant is advised to discuss the proposal with Severn Trent.

Trees: No objection subject to suggested conditions –

1. Details of a scheme of hard and soft landscaping for the development must be submitted to and approved by the Local Planning Authority. The landscaping scheme shall include details of hard landscaping areas and boundary treatments (including the type and colour of materials), written specifications (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants noting species, plant size and proposed numbers/ densities. Any trees or shrubs that fail within a five-year period must be replaced.



### **Development Control Committee Schedule 30/03/2021**

#### **Public**

17 comments of objection have been received which raise the following -

- Conflict with Development Plan
- Design quality
- Disturbance from building work
- Doorway to larger scale events at the site
- Highway impact
- Impact on heritage assets
- Impact on landscape and views
- Inaccurate plans submitted
- Loss of trees/ hedgerows
- No community benefit
- Noise
- Not all residents notified
- Other works undertaken at the site
- Potential business use/ existing business uses on site
- Proposal is not a sustainable development
- Proximity to underground services
- Site masterplan should be shared
- Size of building
- Subsidence/ unstable ground
- Very specific, questions what future use may have
- Visual impact

A heritage asset impact assessment has also been submitted.

#### **LEGISLATION**

Town and Country Planning Act 1990

Planning (Listed Buildings and Conservation Areas) Act 1990

Wildlife and Countryside Act 1981

Countryside and Rights of Way Act 2000

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

National Planning Policy Framework

Planning Practice Guidance

*Stroud District Local Plan (Adopted) November 2015*

CP1 - Presumption in favour of sustainable development.

CP14 - High quality sustainable development.

HC8 - Extensions to dwellings.

ES3 - Maintaining quality of life within our environmental limits.

ES10 - Valuing our historic environment and assets.

ES12 - Better design of places.

*Minchinhampton Neighbourhood Development Plan (Made) July 2019*

MPDev1 New development



## Development Control Committee Schedule 30/03/2021

### *Supplementary Guidance*

Residential Design Guide SPG (2000)

Stroud District Landscape Assessment SPG (2000)

### **RELEVANT PLANNING HISTORY**

Reference: S.19/2716/HHOLD

Description: Creation of studio with associated landscaping and hard standings.

Decision: Approved

Date: 28 February 2020

### **PRINCIPLE OF DEVELOPMENT**

Policy HC8 allows for the erection of outbuildings incidental to the enjoyment of a dwelling where a set of criteria are met.

#### Incidental Development

There is no definition of 'incidental' within planning law. Instead, case law has established how the terms should be interpreted by decision makers. The leading case is *Emin v SSE 1989* although other cases have followed since. To be incidental an outbuilding should be reasonably related to the enjoyment of a dwelling house. However, incidental development does not allow for development at the unrestrained whim of the occupier. Whether a development is incidental is therefore a matter of planning judgement.

The Manor House is a large property set in extensive grounds. There is nothing to suggest that the site of the proposal building falls outside the curtilage of the house.

Music is a well-established hobby. Meeting together to rehearse, write, and enjoy music is a reasonable activity in residential settings. While the proposed building is relatively large, it is not unreasonably related to an incidental residential activity and is not development on a whim. Furthermore, the local planning authority has previously accepted the building albeit in a different location as an incidental outbuilding.

Therefore, subject to the detailed analysis set out below the proposed development is acceptable in principle. It should be noted that - should planning permission be granted - any use of the building for purposes that are not incidental would be likely to result in a material change of use and this would require planning permission in its own right.

### **DESIGN AND APPEARANCE**

The building proposed under this application is near identical to that previously approved. Minor alterations have been made to the layout as the site topography is different in the revised location. The most significant change is the amount to which the building will be set within the sloping site.

In the previous location, the building was set into the sloping ground and surrounded by earth banks so that it did not project above ground level. Under the current proposal, the same level of concealment cannot be achieved. Instead, the proposal is still set into the bank but would stand 2 metres higher than the highest part of the adjacent ground level and would stand behind an existing structure. Undoubtedly the current proposal would be more visible than the previous scheme, but that is not the test to be applied or a sound reason to resist the development.



### **Development Control Committee Schedule 30/03/2021**

The grounds of the house are extensive and the proposed building would not result in a cramped or overdeveloped site. There is significant separation between the proposed building and the principal house. The proposed building would not compete visually with the main house and the height, scale and form respond to the landscape and topography. The development would not have an adverse impact of the site's character or the setting of the wider site context. The design is therefore acceptable.

#### **HERITAGE**

To the rear (east) of the proposed building stands Moor Court, a grade II listed building. Many of the objections to the scheme relate to the impact of the proposal on the setting of the heritage asset. In determining this application, great weight must be attributed to the conservation of the heritage asset.

On initial assessment, the conservation officer raised concern that because this proposal was more of a stand-alone building which projected out of the land, it may have a greater visual impact on the setting of the heritage asset. Of particular concern was the potential for the development to be visible in long-range views of Moor Court.

In response the applicant submitted photographs of the site from locations around the surrounding valley. These were reviewed by the conservation officer who subsequently concluded that the development would not be harmful to the setting of Moor Court. As no harm has been identified, in accordance with Section 16 of the NPPF, the development is acceptable in this regard.

A Heritage Asset Impact Assessment has been submitted as part of the public consultation. Due to the lead-in times for publication of a committee report, comment on this document has not been received from the conservation officer. If the conservation officer wishes to make comment on the submission, this will be reported as part of the late pages.

#### **RESIDENTIAL AMENITY**

Development should not be permitted that would lead to an unacceptable impact on the living conditions of nearby occupiers.

The scale, form, and location of the building means it will not result in an overbearing impact, the loss of light, or reduction in privacy.

#### Noise

Given the proposal is for a multi-media music studio, there are concerns around the impact of noise.

The supporting statement addresses noise concerns. It states that the building has been designed to be sound proofed to avoid any external noise affecting recordings. It also states that this means there would be no noise leakage from the building; the only rooms not subject to sound proofing are the lobby and toilet.

Whether or not that is the case, the test to be applied is not if any sound can be heard but whether if there is noise, if the level of that noise is unacceptable. The environmental health officer has reviewed the proposals and has raised no concerns over the impact of noise. Officers are therefore satisfied that there would be no unacceptable impact on the amenity of nearby occupiers resulting from noise associated with the development.



## **Development Control Committee Schedule 30/03/2021**

### **LANDSCAPE AND TREES**

The site is situated within the Cotswolds AONB. Great weight should be given to conserving and enhancing scenic beauty in AONBs. The application site is not isolated and the surrounding area contains many buildings. The proposed development would nestle into the slope of the land. If permitted, the proposal would not have an adverse impact on the special character of the area or the contribution it makes to the scenic beauty of the AONB.

#### Trees

A number of trees are located in proximity to the proposed development. An area Tree Preservation Order covers land to the south east of the site, but does not extend into the area where the building is proposed. Works are likely to be required to trees should the development be permitted. The principle of these works are acceptable and therefore this matter can adequately be controlled by condition.

### **GROUND STABILITY**

Planning decisions are required to take account of whether a site is suitable for the proposed use taking into account any risks arising from land instability. However, where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Concern has been raised by interested parties around the stability of the ground. The planning system controls land use. The immediate area is used for residential purposes and the proposal is for an incidental residential outbuilding. The site is therefore suitable for the proposed use (as there is no material change of use). The extent of operational development is not so significant that officers are concerned of wider risk arising and therefore it would be the responsibility of the developer or landowner to ensure the development take adequate account of ground conditions.

### **HIGHWAYS**

This application seeks permission for an outbuilding in connection with the existing residential use. As a result, if permitted, the proposal would not result in a material increase in traffic generation or parking demand and therefore the development is acceptable in this regard.

### **ECOLOGY**

A specific biodiversity comment has not been sought. However, a biodiversity comment was supplied for the previous application. No objection was raised to the development subject to the application of a number of conditions relating to: external lighting, a construction ecological management plan, and a restriction on the removal of trees. These conditions were subsequently applied to the permission.

There is nothing to suggest that those conditions are not still relevant and therefore they should be re-applied to any permission given.



### **Development Control Committee Schedule 30/03/2021**

#### **REVIEW OF CONSULTATION RESPONSES**

A number of issues raised through the public consultation responses have not been addressed in the body of this report. These will be addressed here.

Concern over the disturbance from building works was previously subject to a condition controlling working hours; it is recommended this condition is replicated.

Planning permission must be assessed and determined on the information presented to the local planning authority. The analysis above concludes that the proposal is for an incidental residential purpose. The use of the site for non-residential purposes would require planning permission in its own right. Therefore, little weight is given to any future development or use of the site which may or may not occur.

Officers consider the plans submitted with the application adequate enough to enable a thorough assessment. Officers also conclude that adequate publication of the application was made, including the display of a site notice and postal notification to direct neighbours.

There is no mechanism for the local planning authority to require the landowner to share their vision for their site or any masterplan that they may or may not have. Further, there is no requirement for a community benefit for an incidental residential outbuilding to be permitted.

Concerns regarding the proximity to underground services cannot be addressed through the planning system. Consent is required from the statutory undertaker for development within a certain distance of their equipment; this is separate from the planning process.

#### **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.

#### **PLANNING BALANCE**

Planning permission is sought for a music studio. The proposal has been assessed to be reasonably required for purposes incidental to the dwelling. No harm to the adjacent heritage asset, the landscape, or design has been identified. The impact on trees and biodiversity, as well as protections to residential amenity have been secured through condition.

Therefore, the balance falls to approving this application.

#### **RECOMMENDATION**

It is recommended that planning permission is GRANTED subject to the conditions listed below.





**Development Control Committee Schedule  
30/03/2021**

<b>Subject to the following conditions:</b>	<p>1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>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.</p> <p>2. The development hereby permitted shall be carried out in accordance with the following plans:</p> <ul style="list-style-type: none"> <li>• 1626/01 A Site Location Plan,</li> <li>• 1626/03 D Proposed Block Plan,</li> <li>• 1626/04 G Proposed Site Plan,</li> <li>• 1626/05 G Proposed Floor Plan, Roof Plan, and Elevations, all received 15 December 2020.</li> </ul> <p>Reason: In the interests of consistency and proper planning.</p> <p>3. The outbuilding hereby permitted shall only be used for domestic purposes incidental to the enjoyment of the dwelling house as such, and not for any industrial, commercial or business use.</p> <p>Reason: An alternative use of the site would require assessment against the provisions of the Development Plan and in the interests of the amenities of occupiers of nearby residential property.</p> <p>4. The outbuilding hereby permitted shall only be used for purposes incidental to the enjoyment of the dwelling house and shall not be converted to, or used as, any form of primary living accommodation.</p> <p>Reason: To enable the Local Planning Authority to retain control over the use of the premises.</p> <p>5. Prior to the commencement of development, a landscaping scheme shall be submitted to and approved by the local planning authority. The landscaping scheme shall include details of measures to protect retained trees during the course of construction, proposed hard landscaping areas and boundary treatments (including the type and colour of materials), written specifications including cultivation and other operations associated with tree, shrub, hedge or grass establishment, and schedules of plants noting species, plant size and proposed numbers/ densities. The development shall be carried out in accordance with the approved details.</p>
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**Development Control Committee Schedule  
30/03/2021**

Reason:

To preserve trees and hedges on the site in the interests of visual amenity and the character of the area in accordance with Stroud District Local Plan Policy ES8 and the provisions of the National Planning Policy Framework.

6. Prior to the commencement of development, a Construction Ecological Management Plan ("CEMP") shall be submitted to and approved by the local planning authority. For the avoidance of doubt, the CEMP shall include (but not be limited to):
- (a) Risk assessment of potentially damaging construction activities;
  - (b) Identification of "biodiversity protection zones";
  - (c) Details of the creation of sloping escape ramps for mammals;
  - (d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce ecological impacts during construction (this may be provided as a set of method statements, and must include waste and material storage);
  - (e) The locations and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour after sunset); and,
  - (f) Ongoing monitoring, including compliance checks, by a competent person(s) during construction and immediately post-completion of construction works.

The development shall be carried out in accordance with the approved CEMP.

Reason:

To protect and enhance the natural environment and to accord with policy ES6 of the Stroud District Local Plan 2015.

7. Prior to the installation of any external lighting, a lighting design strategy for biodiversity shall be submitted to and approved by the local planning authority. For the avoidance of doubt, the strategy shall:
- (a) identify the areas/features on site that are particularly sensitive for foraging bats; and,
  - (b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will not disturb or prevent the above species using their commuter route.

Only lighting that accords with the approved strategy may be installed.



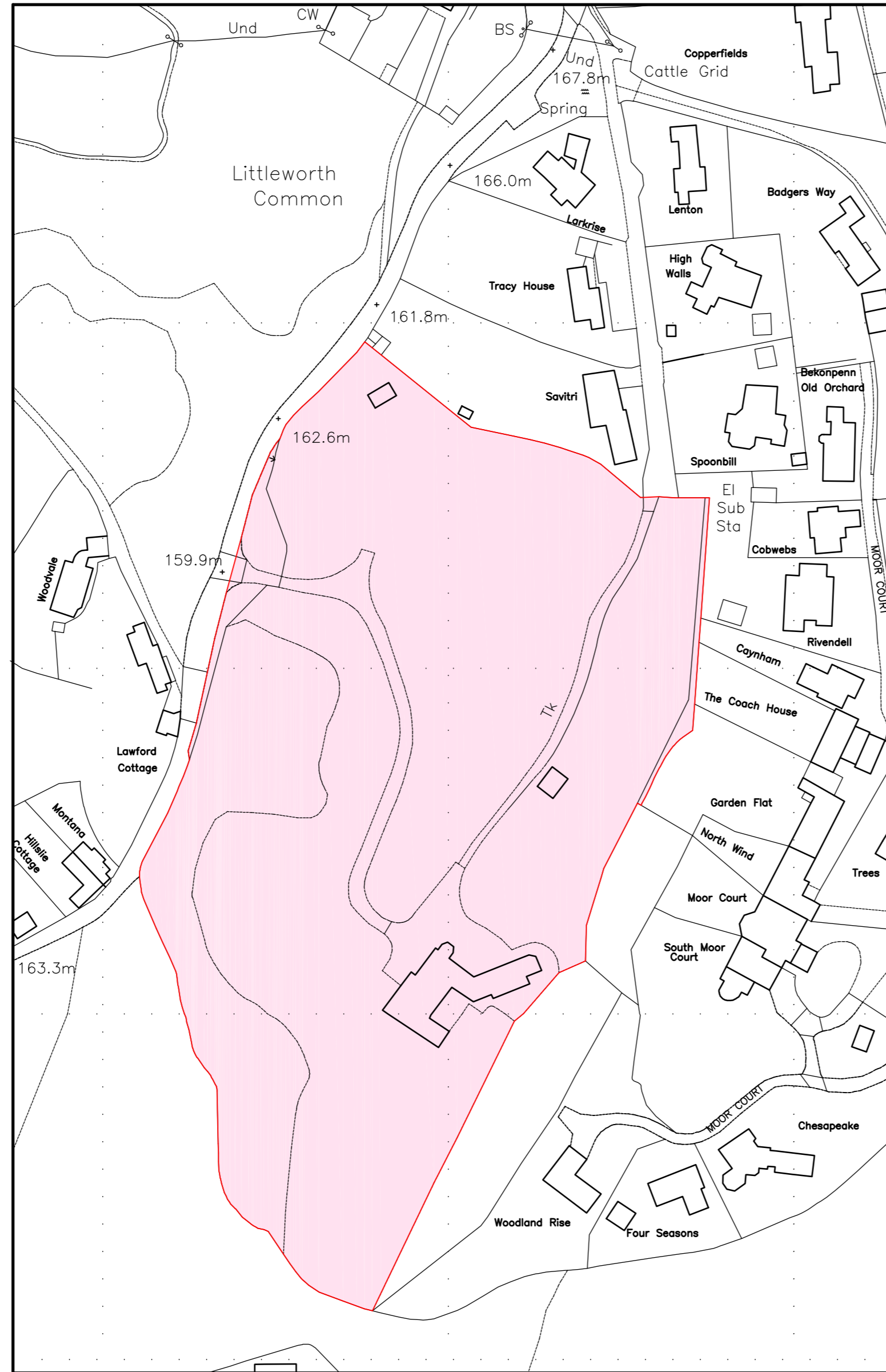
**Development Control Committee Schedule  
30/03/2021**

	<p>Reason: To maintain dark corridors for nocturnal wildlife in accordance with policy ES6 of the Stroud District Local Plan 2015.</p> <p>8. During the construction of the development hereby approved, no trees or vegetation shall be removed or have works undertaken to them between the 1st of March and 31st of August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared.</p> <p>Reason: To protect biodiversity and ensure that breeding birds and their nests are safeguarded in accordance with the Wildlife and Countryside Act 1981 (as amended) and policy ES6 of the Stroud District Local Plan 2015.</p> <p>9. No construction site machinery or plant shall be operated, no process shall be carried out and no construction related deliveries taken except between the hours of 08:00hrs and 18:00hrs on Monday to Fridays, between 08:00hrs and 13:00hrs on Saturdays and not at any time on Sundays, Bank or Public Holidays.</p> <p>Reason: To protect the amenity of the locality, especially for the people living/ or working nearby, in accordance with Policy ES3 of the adopted Stroud District Local Plan 2015.</p> <p>Informatives:</p> <p>1. ARTICLE 35 (2) STATEMENT - The local planning authority has worked in a positive and proactive manner by seeking additional information to inform the decision.</p>
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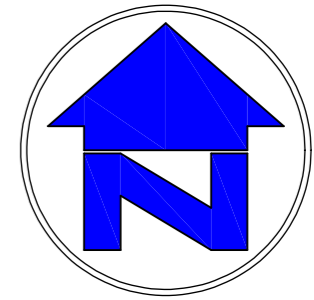
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SCALE BAR 1:1250 50 METRE GRID



27495 SQ M

**AS SUBMITTED TO S.D.C.  
PLANNING DEPARTMENT**



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KEVIN WASHBURN & PENNY LYON

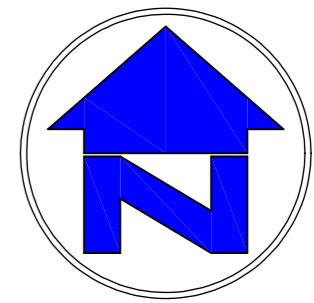
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PROPOSED STUDIO AT  
THE MANOR HOUSE, LOWER LITTLEWORTH,  
AMBERLEY, STROUD, GL5 5AW

description  
SITE LOCATION PLAN

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drawn	checked	drawing no	drg.size
08/MJA	MJA	1626/01 A	A 2

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**AS SUBMITTED TO S.D.C.  
PLANNING DEPARTMENT**



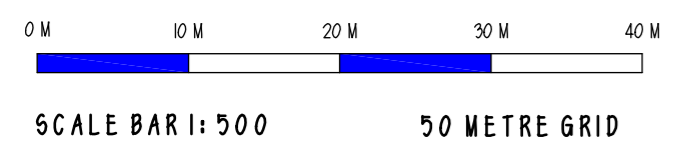
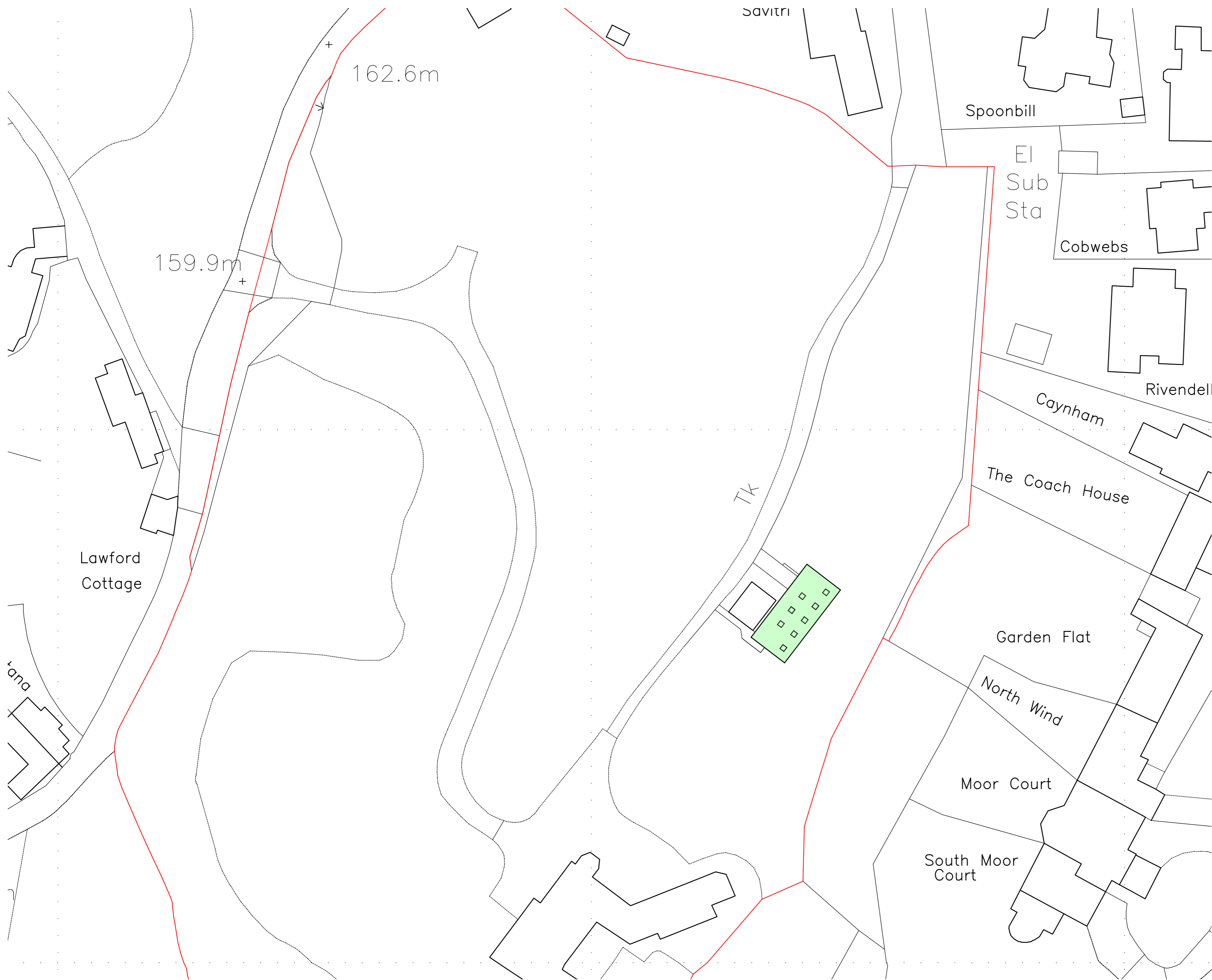
Winarth House, Lower Newmarket Road, Newmarket, Nailsworth, Stroud, Gloucestershire GL6 0RW  
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client  
KEVIN WASHBURN & PENNY LYON

project  
PROPOSED STUDIO AT THE MANOR HOUSE, LOWER LITTLEWORTH, AMBERLEY, STROUD, GL5 5AW

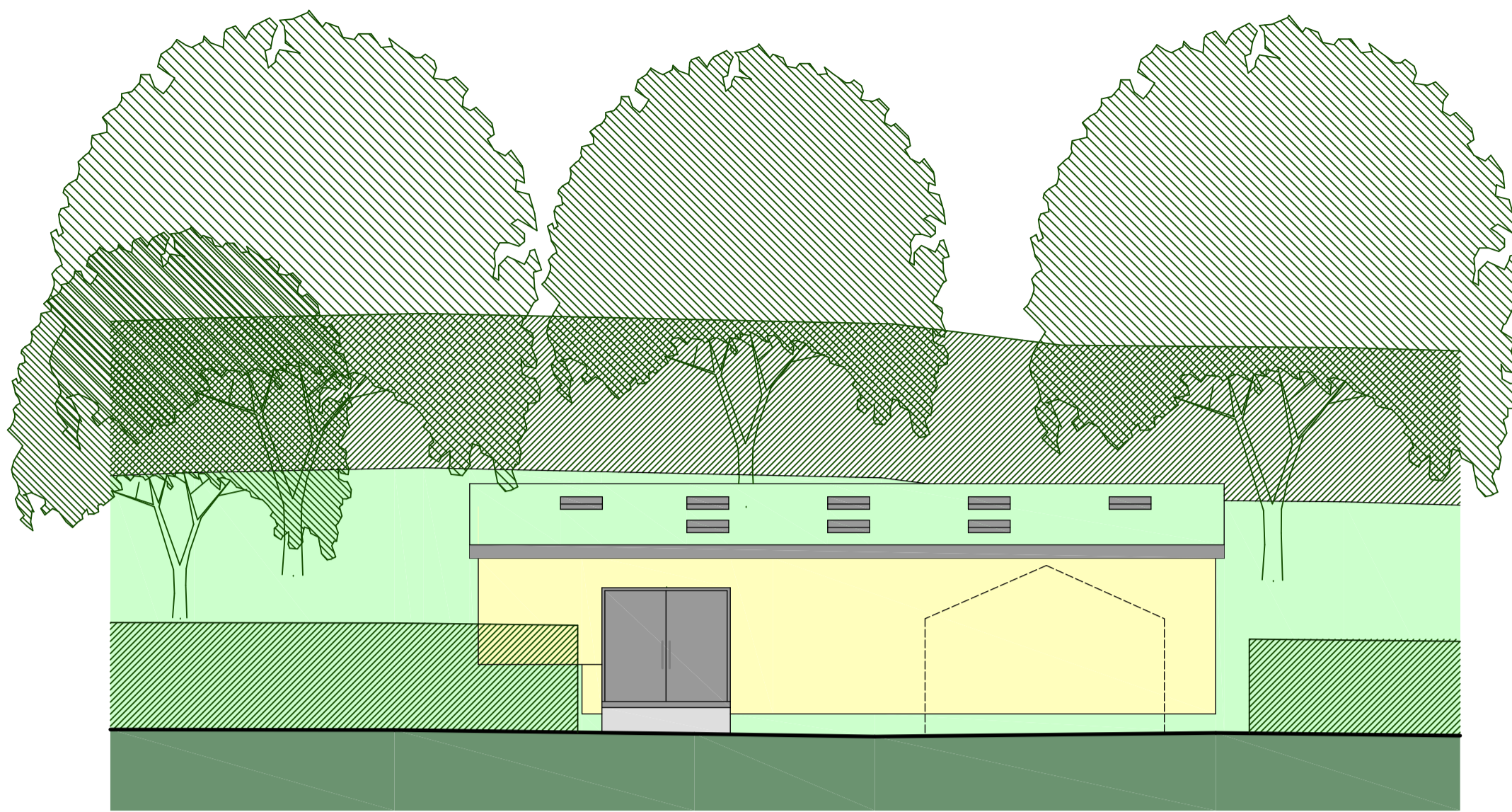
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drawn	08/MJA	checked	MJA
drawing no	1626/03 D	drg.size	A 2



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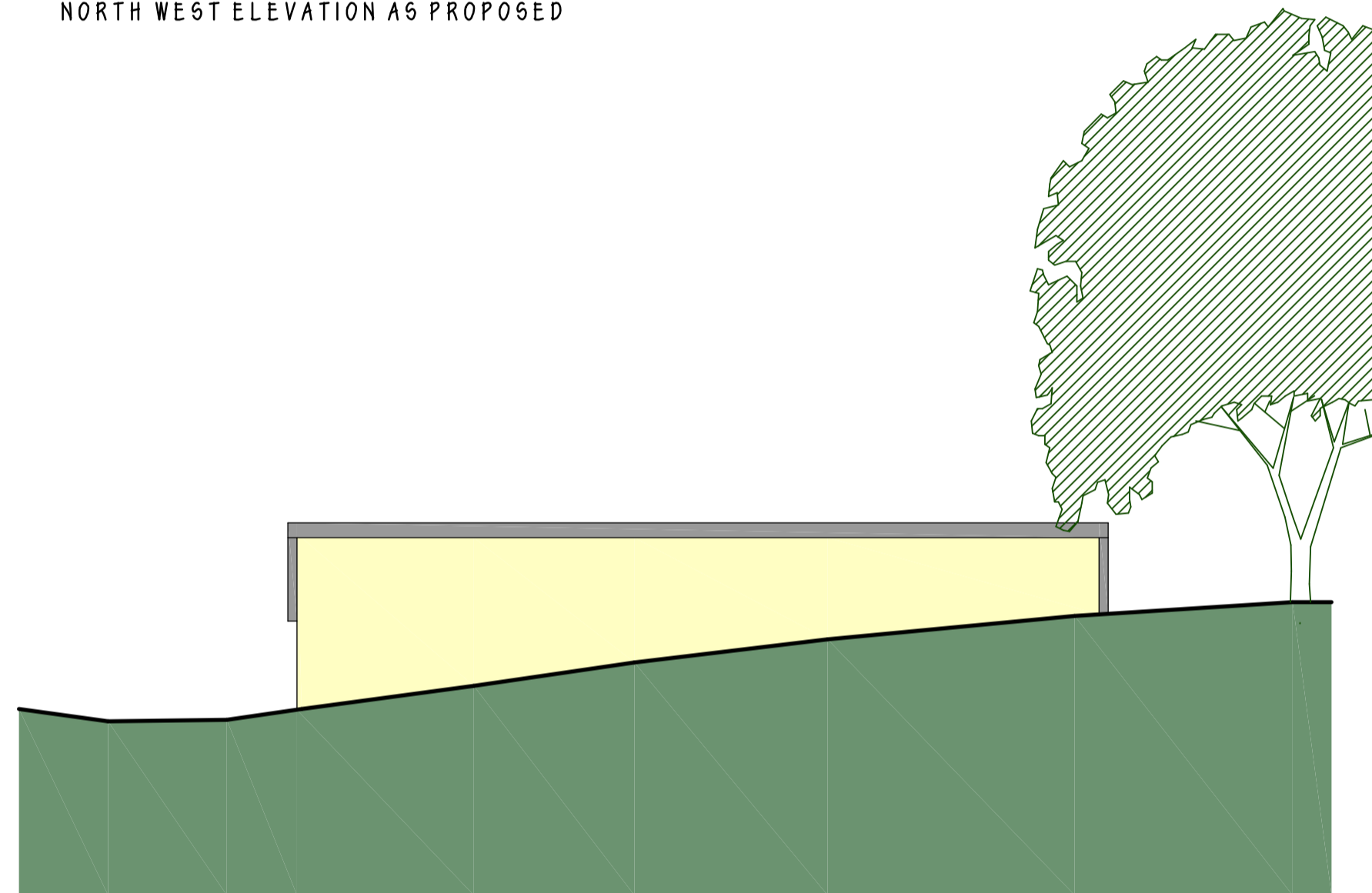
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C	NOTES ADDED TO DRAWING AS REQUESTED BY PLANNING CONSULTANT	MJA	MJA	12/2/19
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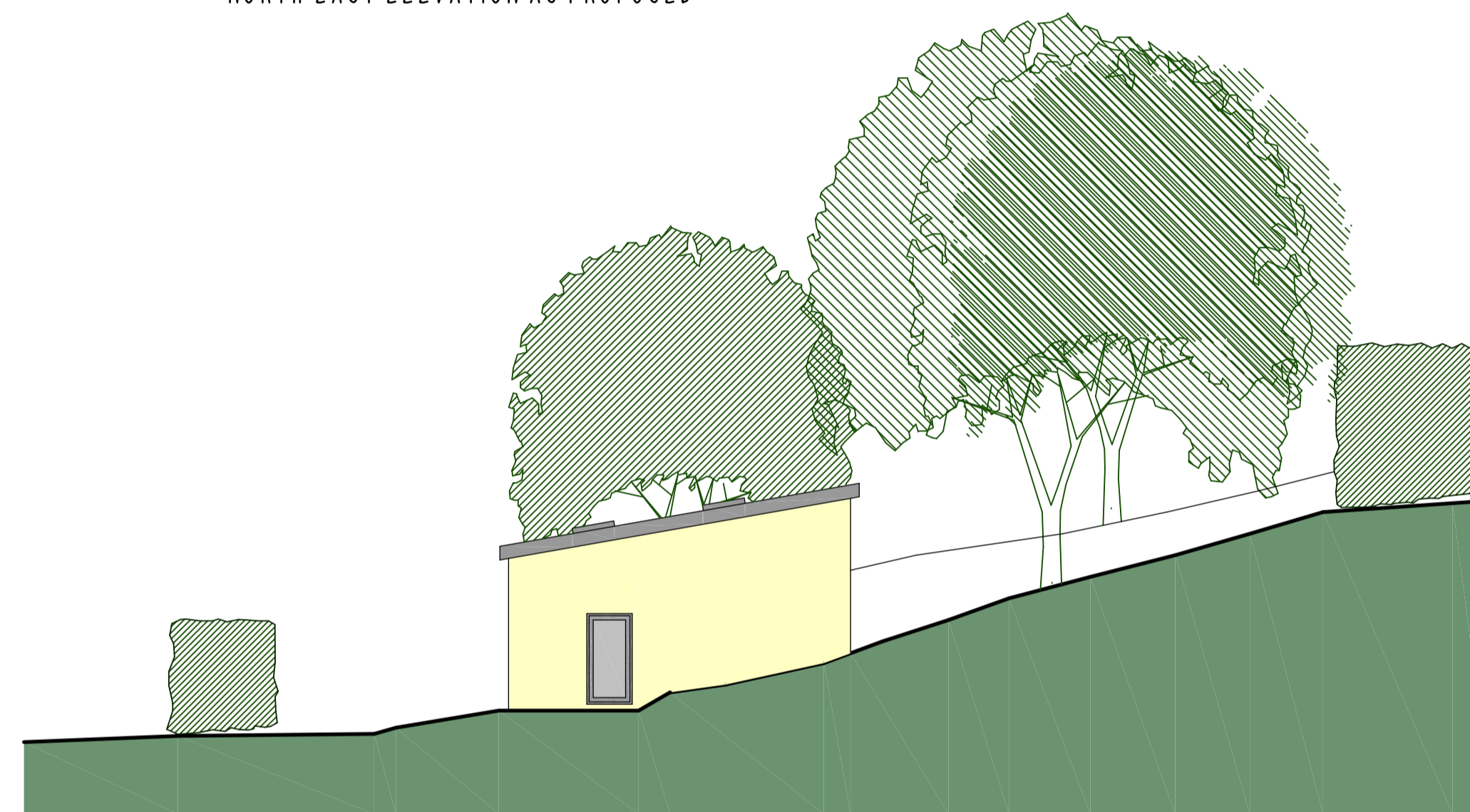
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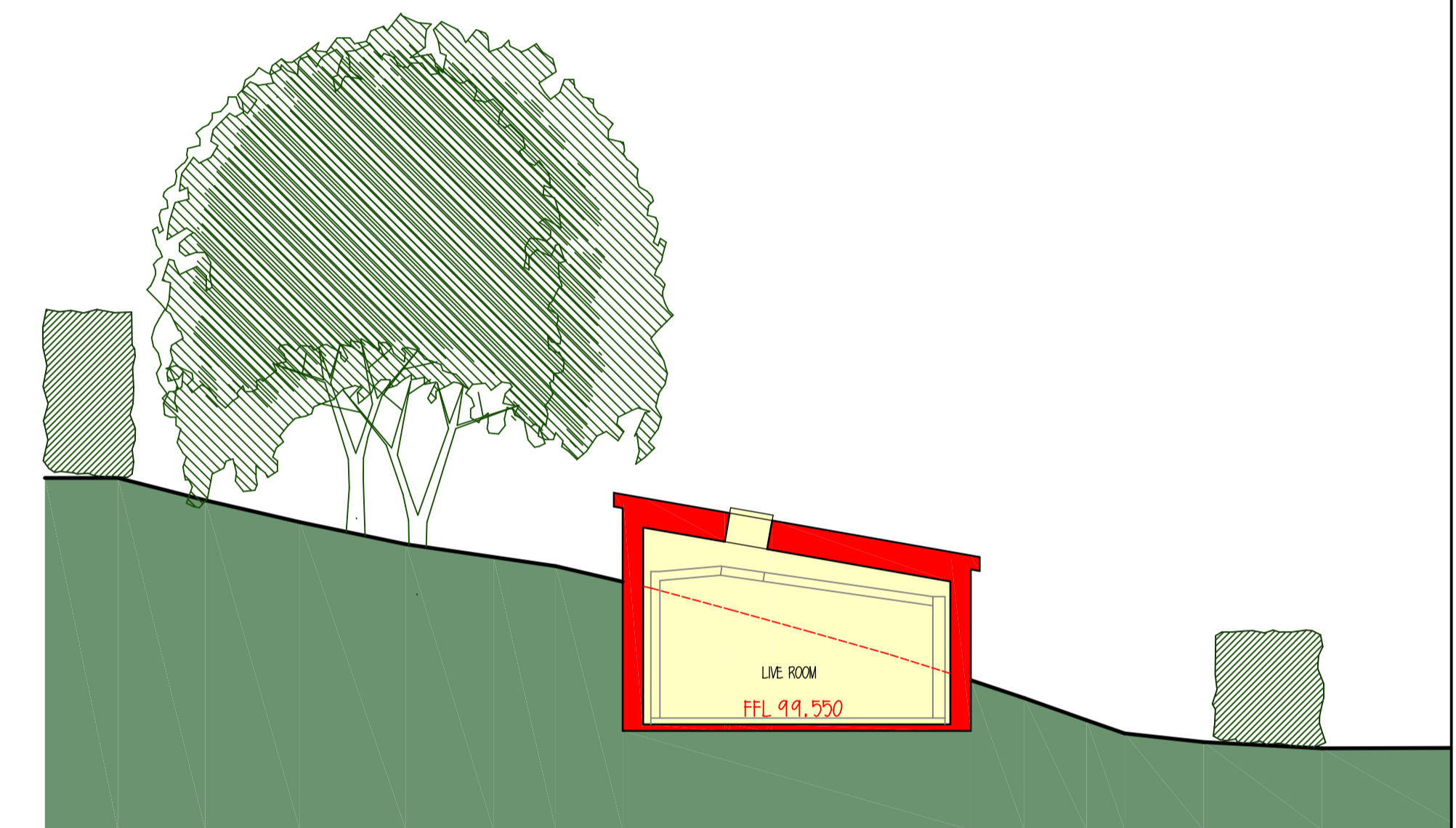
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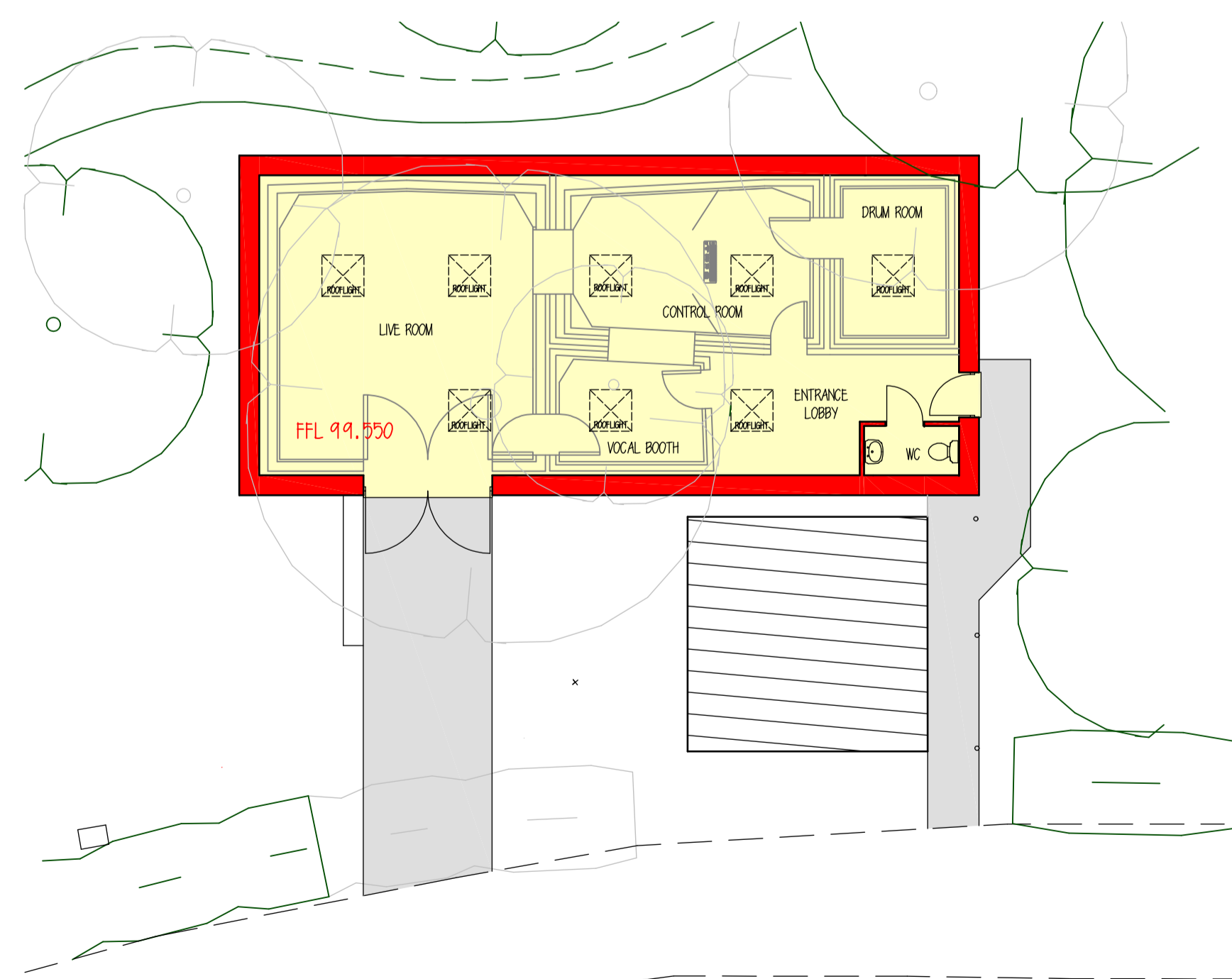
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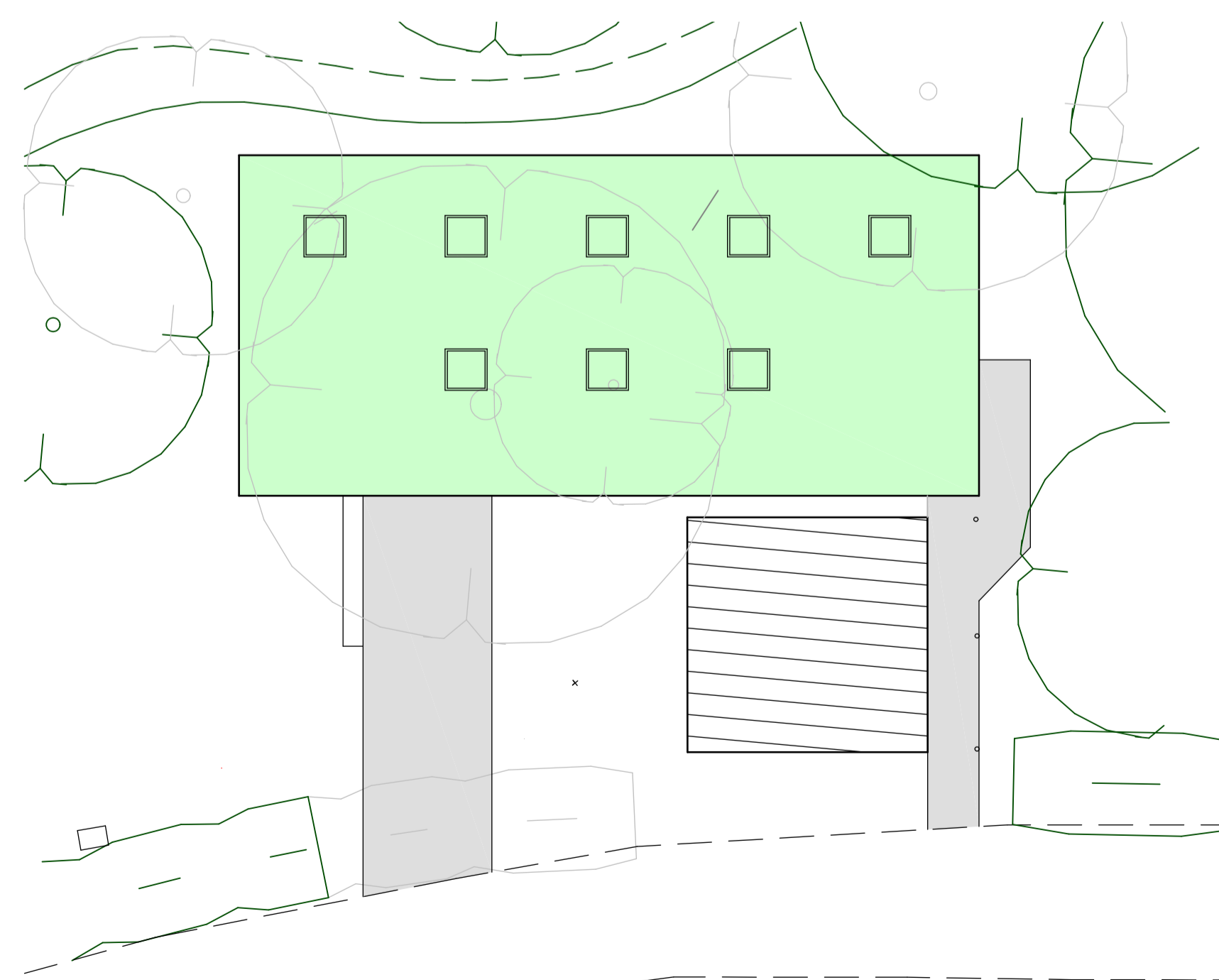
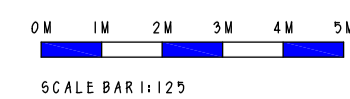
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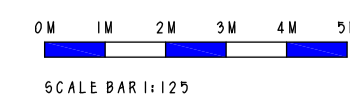
SECTION AA AS PROPOSED



GROUND FLOOR PLAN



ROOF PLAN



**AS SUBMITTED TO S.D.C.  
PLANNING DEPARTMENT**



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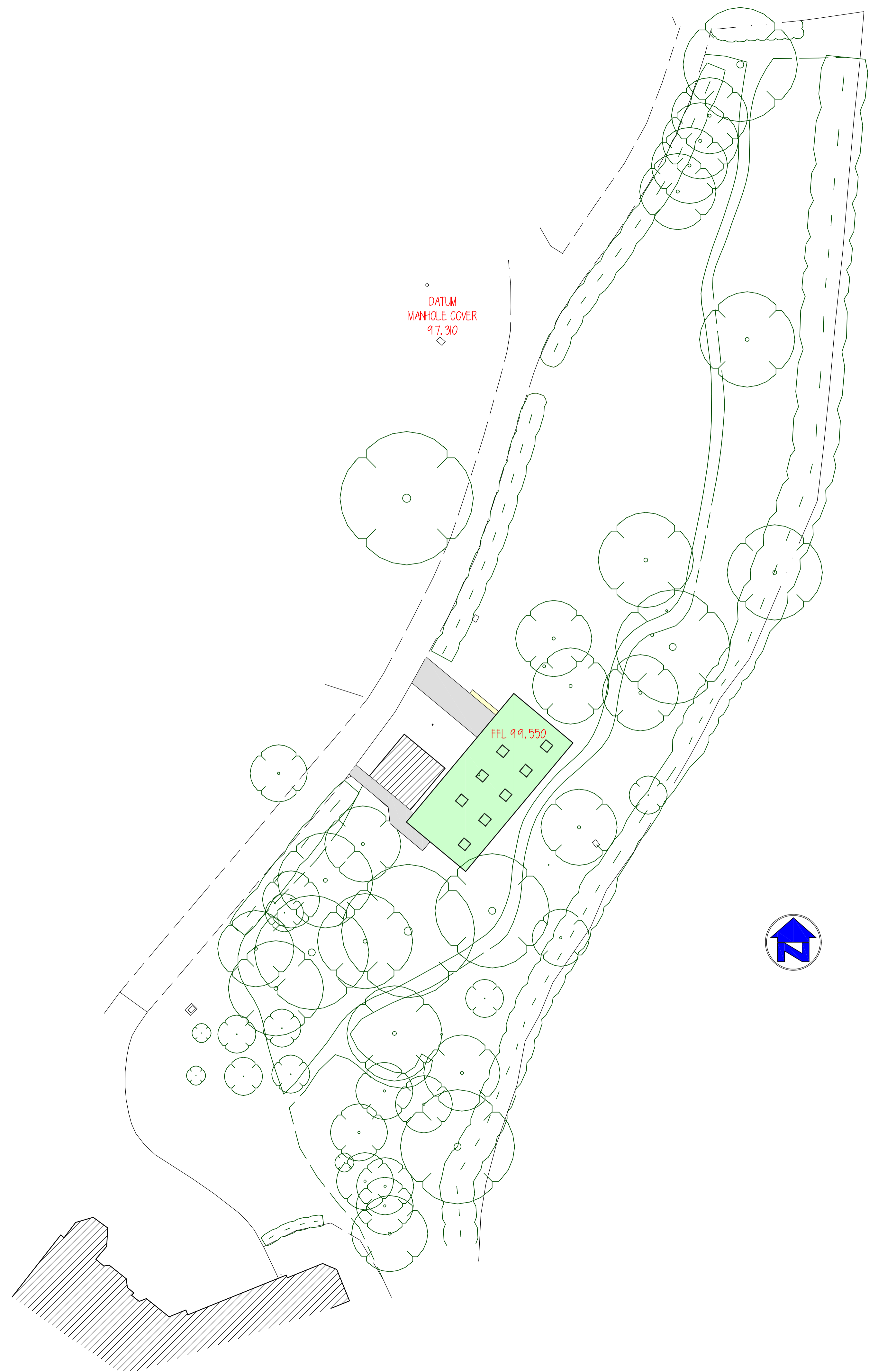
description  
FLOOR PLAN, ROOF PLAN & ELEVATIONS AS PROPOSED

scale 1:125 date NOVEMBER 2019

drawn MJA checked MJA drawing no 1626/05 G drg.size A1

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E	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	30/09/20
F	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	09/12/20
G	FFL AND DATUM ADDED TO DRAWING	MJA	MJA	14/12/20



- AREA FINISHED WITH BAULDER FLORA SEED MIX RANGE
- BLOCK PAVINGS TO DRIVEWAY & PATHWAY
- LINE OF RETAINING WALLS FACED WITH NATURAL STONE

**AS SUBMITTED TO S.D.C. PLANNING DEPARTMENT**



Winarth House, Lower Newmarket Road, Newmarket, Nailsworth, Stroud, Gloucestershire GL6 0RW  
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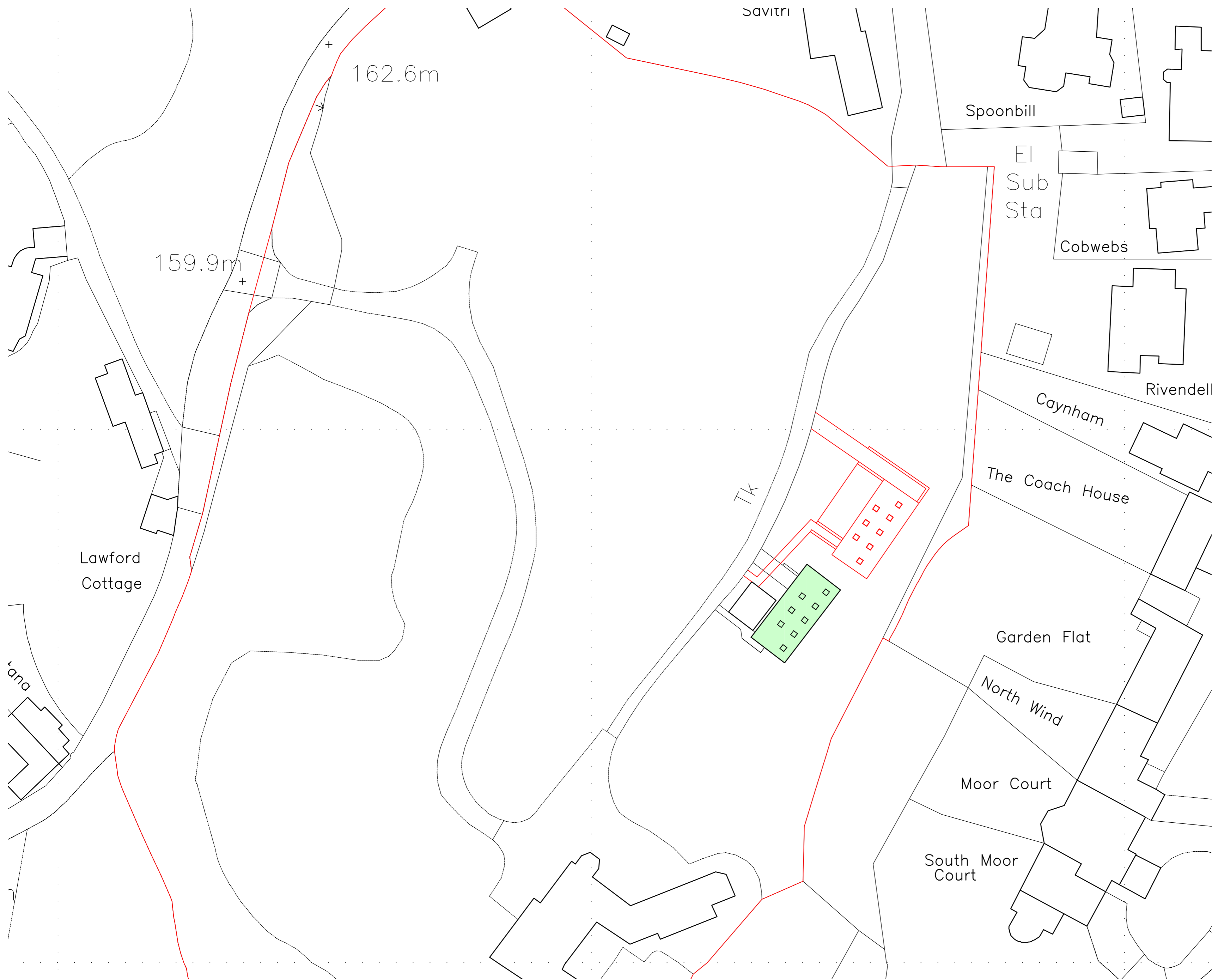
client  
 KEVIN WASHBURN & PENNY LYON

project  
 PROPOSED STUDIO AT THE MANOR HOUSE, LOWER LITTLEWORTH, AMBERLEY, STROUD, GL5 5AW

description  
 SITE PLAN AS PROPOSED

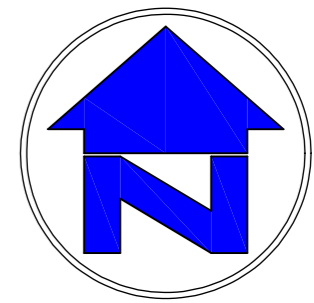
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drawing no	1626/04 G	drg.size	A1





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rev	details of revision	by	ch'd	date
A	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	09/12/19
B	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	29/09/20
C	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	30/09/20
D	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	09/12/20
E	OUTLINE OF PREVIOUS CONSENTED BUILDING POSITION ADDED	MJA	MJA	11/02/21



**AS SUBMITTED TO S.D.C. PLANNING DEPARTMENT**

ANDERSON  
ARCHITECTURE

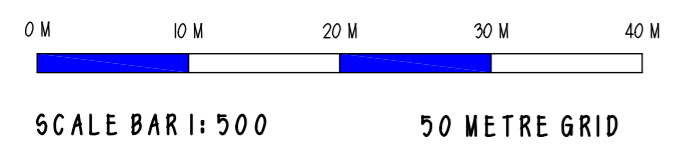
Winarth House, Lower Newmarket Road, Newmarket, Nailsworth, Stroud, Gloucestershire GL6 0RW  
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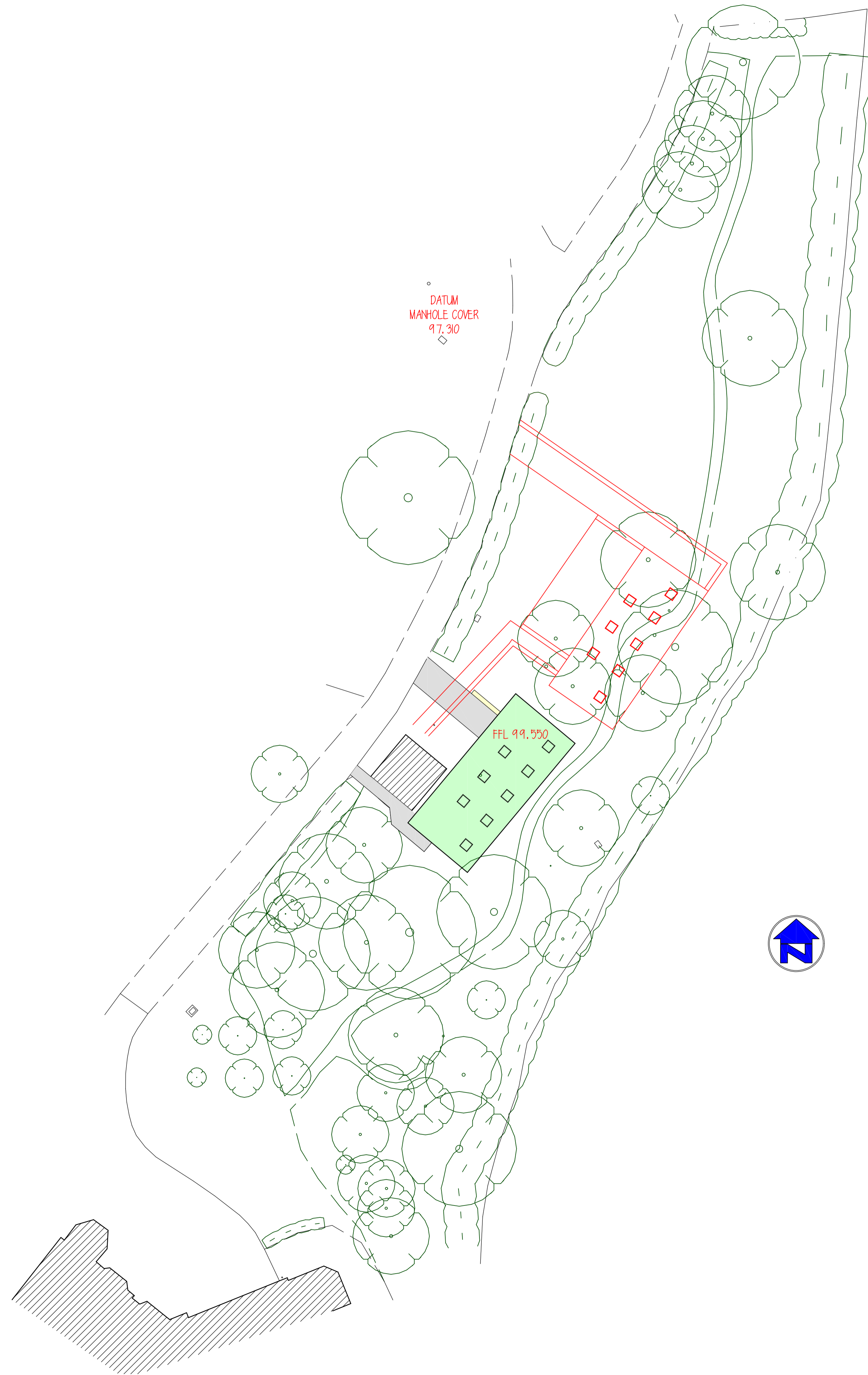
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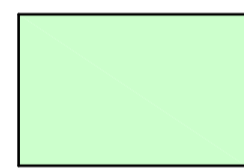


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rev	details of revision	by	ch'd	date
A	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	09/12/19
B	FFL AND DATUM ADDED TO DRAWING	MJA	MJA	11/2/19
C	AREA OF WILD FLOWER MIX TO SEDUM ROOF INDICATED ON PLAN	MJA	MJA	27/05/20
D	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	29/9/20
E	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	30/09/20
F	AMENDMENTS MADE AS REQUESTED BY CLIENT	MJA	MJA	09/12/20
G	FFL AND DATUM ADDED TO DRAWING	MJA	MJA	14/12/20
H	PREVIOUS APPROVED BUILDING POSITION ADDED TO DRAWING	MJA	MJA	10/2/21



-  AREA FINISHED WITH BAULDER FLORA SEED MIX RANGE
-  BLOCK PAVINGS TO DRIVEWAY & PATHWAY
-  LINE OF RETAINING WALLS FACED WITH NATURAL STONE

**AS SUBMITTED TO S.D.C. PLANNING DEPARTMENT**



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project  
 PROPOSED STUDIO AT THE MANOR HOUSE, LOWER LITTLEWORTH, AMBERLEY, STROUD, GL5 5AW

description  
 SITE PLAN AS PROPOSED

scale	1:250	date	NOVEMBER 2019
drawn	checked	drawing no	drg.size
MJA	MJA	1626/04 H	A1

Development Control Committee  
31 March 2021

**LATE PAGES**

**Item 1: S.20/2729/HHOLD**

Heritage Impact Assessment

A heritage impact assessment was submitted by local residents to review the potential of the development to cause harm to Moor Court, a grade II listed building. The submitted document was reviewed by the Conservation Officer who made no further comment. The site is some distance from the listed building and the supporting information demonstrates it would have no impact on the setting of the building or its architectural or historic interest.

Additional Representations

A landslide risk document has been compiled by and submitted by local residents. Documents produced as part of the conveyancing of one of the Moor Court properties in 2014 identified that the area was at significant risk of landslip. A British Geological Survey has been provided to local residents which also classes the area at high risk.

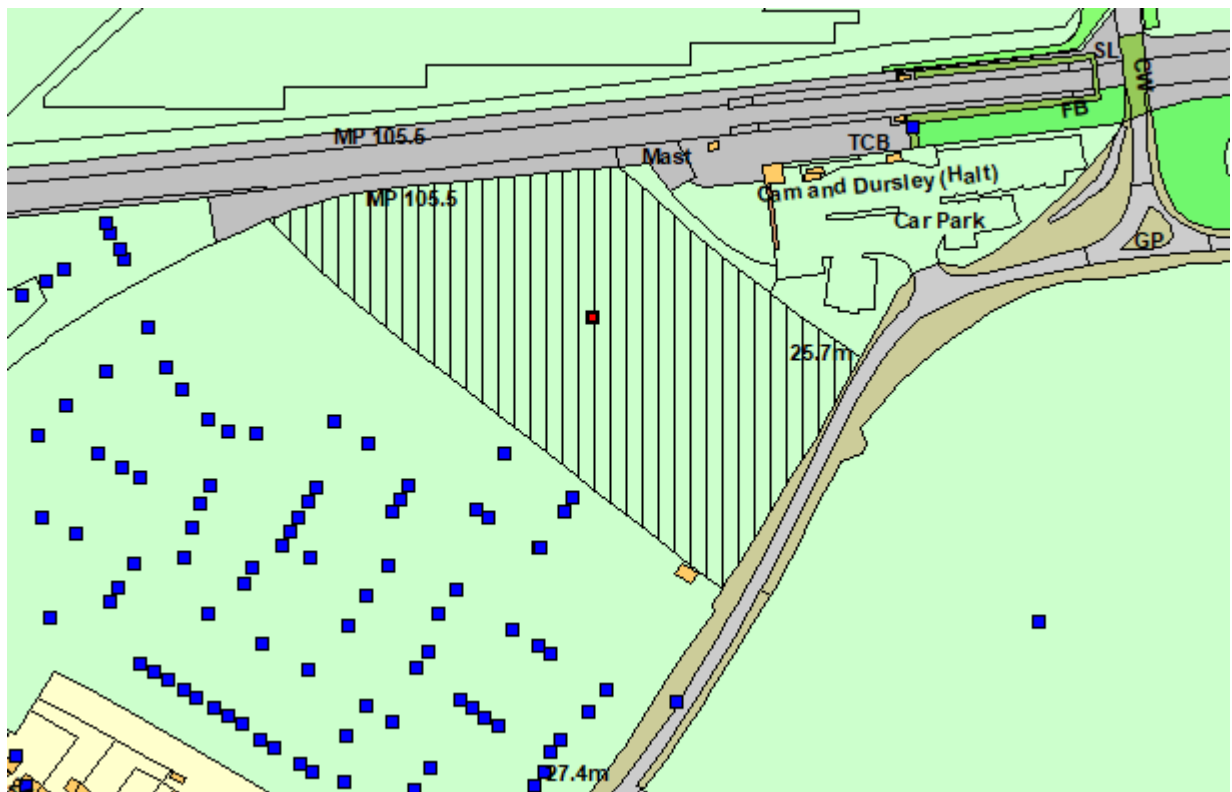
The additional information provided does highlight that the area is unstable. However, the planning system controls land use. The additional information is technical in nature and land stability would need to be addressed in the technical design of the building should a risk on the specific site be confirmed. Control of this is beyond the remit of the planning system on an application of this nature.

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## Development Control Committee Schedule 30/03/2021

<b>Item No:</b>	<b>02</b>
<b>Application No.</b>	S.18/2697/OUT
<b>Site Address</b>	Land South Of Railway Line, Box Road, Cam, Gloucestershire
<b>Town/Parish</b>	Cam Parish Council
<b>Grid Reference</b>	375169,202088
<b>Application Type</b>	Outline Planning Application
<b>Proposal</b>	Outline Planning Permission, with all matters reserved except means of access, for; up to 42 residential dwellings; open space and landscaping; roads, parking and new access off Box Road; SuDS; and associated ancillary and infrastructure works.
<b>Recommendation</b>	Resolve to Grant Permission subject to a S106 agreement
<b>Call in Request</b>	Councillor Jessica Tomlin



## Agenda Item 4.2

	<p align="center"><b>Development Control Committee Schedule</b> <b>30/03/2021</b></p>
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<b>Applicant's Details</b>	Hallam Land Management Ltd C/o David Lock Associates, 50 North Thirteenth Street, Central Milton Keynes, Milton Keynes, MK9 3BP
<b>Agent's Details</b>	David Lock Associates 50 North Thirteenth Street, Central Milton Keynes, Milton Keynes, MK9 3BP,
<b>Case Officer</b>	Amy Robertson
<b>Application Validated</b>	21.12.2018
<b>CONSULTEES</b>	
<b>Comments Received</b>	Flood Resilience Land Drainage Environmental Health (E) Housing Strategy and Community Infrastructure Office of Rail Regulation Archaeology Dept (E) Severn Trent Water Ltd (E) Network Rail(E) Contaminated Land Officer (E) Public Rights Of Way Officer Strategic Planning Flood Resilience Land Drainage
<b>Constraints</b>	Consult area Neighbourhood Plan Cam Parish Council Railway land with 10m buffer SAC SPA 7700m buffer
<b>OFFICER'S REPORT</b>	

### MAIN ISSUES

- Principle of development
- Design and appearance
- Residential Amenity
- Highways
- Landscape impact
- Contaminated land
- Public open space
- Affordable Housing
- Ecology
- Flood risk
- Archaeology and Heritage Assets
- Noise
- Obligations



## Development Control Committee Schedule 30/03/2021

### DESCRIPTION OF SITE

The application site is rectangular in shape and largely flat, 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 Cam & Dursley Railway Station beyond. To the south west are the residential properties of Box Road Avenue and Box Road itself forms the south east boundary.

### PROPOSAL

Outline planning permission is sought for up to 42 dwellings (including 30% affordable housing), access onto Box Road and the provision of car park for users of Cam & Dursley Railway Station.

All other matters are reserved for future consideration.

### REVISED DETAILS

The application has been revised throughout the application to include the additional car parking facility for users of the adjacent train station.

### REPRESENTATIONS

#### Statutory Consultees:

Cam Parish Council – No response received

Severn Trent Water – No objection subject to conditions

Senior Contaminated Land Officer – Recommends full contaminated land condition

Senior Conservation Officer – The application would cause no harm would be done to the special interest of the heritage asset through the proposed development in its setting

Senior Biodiversity Officer – To be reported.

EHO – No objection subject to conditions.

County Archaeologist – No further archaeological investigation or recording should be undertaken in connection to the scheme.

GCC as LLFA – no objection subject to conditions

Network Rail – No objection subject to conditions

Highways – No objection subject to conditions

Public Right of Way – No observations



## Development Control Committee Schedule 30/03/2021

**Public:** Numerous letters of objection and comments are summarised as follows:

- \* The site is outside the settlement boundary;
- \* The area will become saturated – already had fair share of new housing;
- \* The road is struggling already;
- \* Greenfield site should not be built on;
- \* Huge traffic issues – more congestion will result;
- \* Lack of infrastructure – schools etc.
- \* Wildlife will be lost;
- \* The site floods;
- \* Loss of prime agricultural land;
- \* This is a green belt area;
- \* Box Road junction should have roundabout or lights

### **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 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](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.

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.





## Development Control Committee Schedule 30/03/2021

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)

On 4th June 2020, Stroud District Council's Environment Committee decided that the Cam Neighbourhood Plan, once modified in accordance with the Examiner's Report recommendations, should proceed to a referendum.

In line with the revised Neighbourhood Planning guidance in response to the COVID-19 pandemic, the NDP carries significant weight in the decision making process.

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 full weight should be given to its contents, 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.

The proposal is for the development of land outside settlement development limits but adjacent to the first tier settlement of Cam. Major policy issues relate to the principle of development in this location and the relationship with other adjacent land.

The housing requirement set out in the Local Plan is for the delivery of at least 11,400 new homes during the Plan period (2006-2031). Current monitoring data demonstrates that the minimum requirement will be exceeded, with a mix of greenfield and brownfield land allocations, commitments and windfalls delivering this requirement, including headroom to provide flexibility. The Council can also demonstrate more than a 5 years supply of housing.

In terms of affordable housing, the District Council has an agreed housing strategy and house building programme to deliver a significant number of affordable homes, in excess of the numbers that could be achieved simply through policy compliant market housing sites. The Council can therefore demonstrate that the Local Plan will meet all housing supply requirements and therefore that policies in the Local Plan are up-to-date.

The site is located outside settlement limits and as such development of this land is contrary to policies CP2 and CP3 of the Local Plan.

Proposed development beyond settlement development limits is subject to Core Policy CP15. The development proposed does not satisfy any of the principles or criteria and is therefore contrary to Core Policy CP15.



### **Development Control Committee Schedule 30/03/2021**

It is acknowledged that a number of developments in the near vicinity have received planning permission and commenced/completed development in recent years that have lied outside of both a strategic site allocation and the settlement limits. These such applications, although outside the designated settlement boundary limits, are considered to be sustainable in their location to support new residential development. It is also considered that owing to the quantum of new and planned development in the immediate area, there will not be an unacceptable level of encroachment into the open countryside.

Given this, the established sustainability credentials of the location need to be considered alongside any benefits associated with the proposal and the planning balance weighed accordingly.

#### **DESIGN AND APPEARANCE**

With the exception of the site access, open space, landscaping and roads/parking, all other details of appearance are reserved for future consideration. Notwithstanding this the illustrative development framework plan demonstrates that up to 42 dwellings could be accommodated on the site comfortably, of a design and size to reflect the local vernacular.

Public open space is shown on the proposed development framework in two key locations within the site, both located along the northern boundary. 0.23ha of public open space is proposed within the site which is considered to be sufficient for a development of this size. Further details of the public open space, including treatments and finishes will be required under the detailed reserved matters application.

The plan similarly shows an indicative landscape buffer along the boundary of the site to be retained/enhanced. Further details of both hard and soft landscaping will be required under the detailed reserved matters application and it will be ensured that sufficient landscaping will be achieved at this point in time.

The proposed development framework plan indicated the access point to the centre of the site, with an overflow carpark for the adjacent railway station (providing up to 19 parking spaces, to include 2 electrical charging points) located to the right on entry to the site. The location of both the access and car park facility are considered acceptable to the Local Planning Authority (LPA).

#### **RESIDENTIAL AMENITY**

The proposed illustrative master plan indicates that there would be sufficient room to allow minimum distances between existing and proposed dwellings to ensure privacy and amenity are respected.

The public open space areas are as aforementioned to be located nearest the railway line to the northern boundary of the site. It is considered that this separation between the railway line and the proposed residential dwellings will be sufficient enough to ensure high levels of residential amenity and reduce noise impacts as a result of train movements. The details of the layout will be assessed at the reserved matters stage.



## **Development Control Committee Schedule 30/03/2021**

### **HIGHWAYS**

Along with the principle of the development, the site access is the only matter considered as part of this application. The application also includes outline provision for additional train station parking within the site boundary to alleviate the impact of the scheme on the existing parking demand generated by the station.

It is noted there have been a number of objections regarding traffic generation and impact on the local highway network and junctions related highway safety impact and site scale and parking. The traffic impact of the proposed dwellings has been extensively considered and accepted following revised assessments of the combined future years junction impact of the site including surrounding committed developments.

The site is within 250m walking distance of Cam and Dursley railways station providing regular connections to Bristol and Gloucester with regular bus services from the station into Cam and Dursley and surrounding settlements.

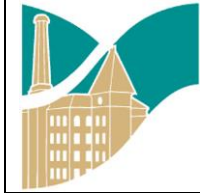
The site is also noted to be within reasonable cycle distance to the local shops and amenities in Cam and Dursley. The Greenway will also provide improved connectivity for cyclists and pedestrians once it reaches the station.

Box Road is a class 3 highway subject to a 30mph speed limit with street lighting and a varying width footway along the site frontage side of the road to the railway station and on the opposite side of the road to the southwest towards Cam. The use of sustainable travel options by foot, cycle and public transport will be sought to be promoted with a conditioned travel plan to include achievable but stretching targets to reduce estimated single occupancy vehicle trips and increase sustainable mode share via different measures and local improvements.

It is noted that a significant number of comments and discussions surrounding the application have been concerned with parked cars along Box Road from users using the railway station for commuting. Negotiation between the LPA and the planning agent for the site has occurred and as a result, the developer has agreed to provide an area within the site for car-parking for railway users. 19 vehicular spaces will be provided through a S106 agreement, in addition to the 42 space car park agreed under application ref: S.17/1366/OUT of the site immediately adjacent.

The addition of two new car parks, totalling 61 more spaces to be used by railway users is a significant benefit to the area, and is anticipated to help alleviate the loss of parking along box road and the additional vehicle movement generated by the proposal.

After consideration of the submitted information, GCC Highways are content that the proposed development would not cause a significant negative impact on the existing highway network. As such, no objection on highway grounds has been raised and a number of standard highway conditions have been requested to be placed on any formal permission.



### **Development Control Committee Schedule 30/03/2021**

#### **LANDSCAPE IMPACT**

The application site is not the subject of any landscape designations and is located outside the Cotswolds AONB. The site and its immediate surroundings, contain no interesting or unusual features.

The proposal will result in a permanent change to the character of the application site however it is located alongside Box Road Avenue, close to extensive new housing development and adjacent to a major housing allocation which is in the process of being built-out. It is proposed to retain and enhance the boundary hedgerows and trees. Consequently, proposal would moderately effect on the local landscape character but would not have a significant impact on the wider landscape setting of Cam or the surrounding countryside.

#### **AFFORDABLE HOUSING**

Policy CP9 of the SDLP requires 30% affordable housing with the units at a tenure mix basis of 50% rented and 50% intermediate affordable housing. The proposal makes provision for 30% on-site affordable housing in accordance with this policy. Tenure mix would be secured via a Section 106 legal agreement.

#### **ECOLOGY**

The site is within 7.7km zone where development has potential to result in increased recreational impacts to the Severn Estuary SPA, SAC & Ramsar site. In such locations the Stroud District Council Mitigation Strategy for the Severn Estuary requires all new housing developments to contribute £385 per dwelling towards mitigation projects or provide a bespoke mitigation strategy. In this instance, the applicant has agreed to pay the relevant contributions. This would be secured via a section 106 agreement.

#### **FLOOD RISK**

It is noted that a significant number of objections relate to flooding issues of the site and standing water that occurs after periods of significant rainfall. The site lies 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 as such, no objection to the application has been received by the Environment Agency on this ground.

GCC as Local Lead Flood Authority are the statutory consultee concerned with drainage issues at this level. Whilst initial drainage proposals were considered unsatisfactory by the LLFA, after significant and lengthy revisions, the proposal is now sufficient for the LLFA to remove their objection and support the scheme subject to conditions. Full detailed design and future management details can be required via condition.

#### **FOUL DRAINAGE**

A Foul Drainage Analysis document has been submitted that demonstrates how the proposed development can be drained by discharging foul water flows to the public sewerage network. The assessment carried out by Severn Trent Water confirms that this development will not cause any detriment to existing levels of performance in the receiving sewerage and sewage treatment systems. Matters relating to foul drainage have been properly assessed and are comprehensively addressed in other primary legislation, meaning there is no impact which would make the development unacceptable in planning terms.



## Development Control Committee Schedule 30/03/2021

### **ARCHAEOLOGY & HERITAGE ASSETS**

The application site is adjacent to the site of the former Coaley Junction railway station and its associated railway line. The station closed in 1968 and the branch line became a private siding. The station buildings have since been demolished but the former goods shed survives and this is grade II listed. The goods shed is an important survivor relating to the historic social and industrial history of the locality. Furthermore, it is a local landmark building and can be seen in its isolation from viewpoints along Box Road.

As an important historic building, and an important building within the landscape, it is essential that the historic setting of the goods shed is preserved. Whilst this does not preclude any development in the adjacent field, any new development needs to be carefully considered in order to have a minimal impact on the setting of the listed building. New development should allow for the open setting of the goods shed to be maintained and preferably enable long range views and an appreciation of the inherent character and appearance of the historic asset.

Whilst the goods shed originally had development in its proximity, this was in the form of other railway paraphernalia including the station and track. Residential development would be at odds with this and therefore new development here needs to respect the context of the goods shed and its historic environment.

It is considered that this proposal, with attention to detail, could be in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act that requires the decision-maker to have special regard to and desirability of preserving the building or its setting or any features of special architectural or historic interest it possesses.

With regard to archaeology, an archaeological evaluation was undertaken that resulted in a negative evaluation with no significant archaeological remains observed during the investigation. On this basis the County Archaeologist concludes that the application site is unlikely to contain any significant archaeological remains and that no further archaeological investigation or recording is required.

### **OBLIGATIONS**

The proposed scheme seeks to provide the following which will be secured via a S106 legal agreement:

Affordable Housing – 30% (mixed tenure)

Provision of the surfaced and fenced car park for railway users.

£385 per dwelling contribution towards the SDC River Severn Estuary SAC/SPA/Ramsar avoidance and mitigation strategy.

Provision and management of open space.

Contribution towards library/education provision.

The scheme is also likely to be Community Infrastructure Levy liable.



### Development Control Committee Schedule 30/03/2021

#### **PLANNING BALANCE & CONCLUSION**

In terms of identified harm, the submitted application material, assessments and reports, find no technical or environmental issues that would preclude development subject to planning conditions and obligations.

The main issue is the conflict with the adopted SDLP in respect of the site being located outside settlement limits and as such development of this land is contrary to policies CP2 and CP3 of the Local Plan. The development proposed does not satisfy any of the principles or criteria and is therefore contrary to Core Policy CP15.

In terms of benefits, it must be acknowledged that the site would deliver new market housing; provide a policy compliant level of affordable housing at 30%, offers additional parking provision for users of Cam & Dursley Railway Station and provide Education and ecological contributions to offset the impacts of the proposed scheme.

The site is located outside the defined settlement boundary for Cam where the proposed development is contrary to the SDLP, however, there are site specific circumstances and material considerations in this case that are considered to outweigh the conflict with the SDLP.

The application site is near The Halt development concluded to be a sustainable location by the Planning Inspector at appeal. The site is located alongside an existing residential development and directly opposite the North East Cam allocated site. Here the proposed development would neither materially impact the countryside nor have a material impact on the setting of Cam.

Whilst lack of harm is a neutral matter in considering the planning balance, this, in combination with the established sustainability credentials for the location and the social, economic and environmental benefits of the provision of affordable housing at policy compliant levels plus railway station parking to relieve pressure on the existing parking facilities are afforded substantial weight that justifies a departure from the SDLP in this instance.

Therefore, a **resolution to approve** outline planning permission subject to the conditions (including any ecological conditions updated in late pages) and completion of a s106 legal agreement 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  
30/03/2021**

**Subject to the following conditions:**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.  
  
Reason:  
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.  
  
Reason:  
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
3. Before any development is commenced, approval shall be obtained from the Local Planning Authority in writing of the details of the appearance, landscaping, layout and scale; (hereinafter called "the reserved matters").  
  
Reason:  
To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.
4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:  
  
Site Location Plan - HLM012-013  
Existing Services Location Plan - 10531-SU-01  
Proposed Access Priority Junction - SK001  
Proposed Site Access Roundabout - SK002  
Illustrative Surface Water - 10531-DR-01 E  
Development Framework Plan - HLM012-012 REV E  
  
Reason:  
To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.
5. Notwithstanding the illustrative layout and details submitted with this application, the reserved matters required by condition 3 above shall include a schedule of the mix of type and size of market dwellings proposed within the development that aligns with and reflects the relevant figures and requirements of the Strategic Housing Market Assessment for the area.



**Development Control Committee Schedule  
30/03/2021**

Reason:

To ensure that the housing mix of the proposed scheme has taken into account the identified District's housing needs in accordance with Policies CP7 and CP8 of the Stroud District Local Plan, adopted 2015.

6. No above ground work shall start on the construction of dwellings hereby approved until samples of the facing and roofing materials have been submitted to and approved by the Local Planning Authority. The submission of material samples shall include a series of sample panels constructed on site, composed of the major facing materials. The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick facing materials, as well as any joins or joint details for any cladding panels and render. All works shall be carried out in accordance with the approved details.

Reason:

To ensure a positive and well planned appearance to the development in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

7. The development hereby permitted shall not be brought into use until details of a scheme of hard and soft landscaping for the site have been submitted to and approved by the Local Planning Authority. Where planting is to be proposed adjacent to the railway boundary, these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. 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 and to ensure the integrity and safety of the adjacent railway line.

8. The development hereby approved shall not be begun until details of boundary treatments, including fencing, retaining walls (where





## Development Control Committee Schedule 30/03/2021

applicable), gates or other means of enclosure to be erected in or around the development are submitted to and approved by the Local Planning Authority. This must include details of a trespass proof fence adjacent to the network rail boundary and make provisions for its future maintenance and renewal without encroachment upon Network Rail's land. The development then take place in accordance with the approved details.

**Reason:**

To ensure the adjacent railway line is suitably protected from the development due to its close proximity to the Network Rail boundary, and to ensure the safe operation of the railway and/or the stability of the adjoining railway land in accordance with Policy CP13 of the adopted Stroud District Local Plan, November 2015.

9. The development including any clearance works hereby permitted shall not begin within 10 metre of the railway boundary until a detailed railway mitigation method statement has been submitted to and approved by the Local Planning Authority. The method statement shall include appropriate mitigation so that no debris or other materials including plant and scaffolding can fall onto Network Rail land, full details of excavations and earthworks to be carried out near the railway undertaker's boundary and details of any temporary compounds located adjacent to the operational railway. The development shall then be carried out strictly in accordance with the approved method statement.

For further technical input as to how to comply with this condition, please contact the Network Rail Asset Protection Engineer ([AssetProtectionWestern@networkrail.co.uk](mailto:AssetProtectionWestern@networkrail.co.uk)).

**Reason:**

Due to its close proximity to the Network Rail boundary, an appropriate method of construction of the proposed development is required to safeguard the safe operation of the railway and/or the stability of the adjoining railway land in accordance with Policy CP13 of the adopted Stroud District Local Plan, November 2015.

10. The reserved matters shall include until details of a scheme for the provision of a refuse and recycling storage for the dwellings hereby approved. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.



**Development Control Committee Schedule  
30/03/2021**

	<p>Reason: In the interests of amenity and sustainability to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.</p> <p>11. The development hereby permitted shall not commence until drainage plans for the disposal of foul water flows have been submitted to and approved by the Local Planning Authority. The development shall therefore be implemented in accordance with the approved details before the development is first brought into use.</p> <p>Reason: To ensure the development is provided with satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.</p> <p>12. No building works hereby approved shall be commenced until surface water drainage works have been implemented in accordance with the details submitted to and approved by the Local Planning Authority. The information submitted shall be in accordance with the principles set out in the approved drainage strategy. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of sustainable urban drainage system (suds) in accordance with the principles set out in the SUDS manual (CIRCA c753, or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall;</p> <ul style="list-style-type: none"> <li>i) Provide information on the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and measures taken to prevent pollution of the receiving ground waters and/or surface water;</li> <li>ii) Include a timetable for its implementation;</li> <li>iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and</li> <li>iv) Ensure a minimum separation distance of 5m from adjacent railway boundary.</li> </ul> <p>The approved management and maintenance plan shall be implemented in full in accordance with the approved details.</p> <p>Reason:</p>
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**Development Control Committee Schedule  
30/03/2021**

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 for the lifetime of the development.

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

1. A Phase I site investigation 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase II intrusive investigation report, 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, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:

4. Any previously unidentified contamination encountered during the works has been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. 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.



**Development Control Committee Schedule  
30/03/2021**

For further details, as to how to comply with this condition, please contact Katie Larner, Senior Contaminated Land Officer – tel: (01453) 754469.

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.

14. Prior to commencement of the development, a noise mitigation scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall detail measures to ensure that the residential properties meet the following standards: -

a) sound levels within habitable rooms during the hours of 07:00 - 23:00 shall not exceed 35 dB LAeq,16hour, with windows closed but alternative means of ventilation provided;

b) sound levels within bedrooms during the hours of 23:00 - 07:00 shall not exceed 30 dB LAeq,8hour and 45 dB LAmax with windows closed but alternative means of ventilation provided; and

c) sound levels within garden areas during the hours of 07:00 - 23:00 shall not exceed 55 dB LAeq,1hour.

Reason:

In the interests of the amenities of the occupiers of nearby residential properties in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan, November 2015

15. No development shall take place until a Construction Method Statement has been submitted to and approved by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

i. The parking of vehicles of site operatives and visitors;

ii. The unloading and loading of materials;

iii. The storage of plant and materials used in constructing the development;

iv. Wheel washing facilities;

v. Measures to control the emission of dust and fine particulates during construction;

vi. A scheme for recycling/disposing of waste resulting from demolition and construction works;

vii. Details of the site access/routeing strategy/signage during the construction period

viii. Details of how it is intended to utilise 'best practicable means' to minimise noise and vibration levels;

ix. A commitment to prohibit bonfires on the site during the development;

x. construction hours;



**Development Control Committee Schedule  
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xi. A scheme to demonstrate how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

Reason:

To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).

16. No works shall commence on site until the proposed access of Box Road has been provided in accordance with plan no. SK001P2, with the first 20m of the access road surfaced in a bound material and 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 (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between these splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05 and 2m at the X point and between 0.26m and 2m and 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 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 NPPF.

17. Notwithstanding the submitted details as shown on plan SK\_001 Rev P2, no works shall commence on site until details of a pedestrian crossing facilities at the junction with the site access and Box Road have been submitted and approved by the Local Planning Authority. The approved crossing facilities shall be completed in all respect prior to first use of the access.

Reason:

To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that 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 NPPF.

18. No dwelling on the development hereby approved shall be occupied until the carriageway(s) (including surface water drainage/disposal,



**Development Control Committee Schedule  
30/03/2021**

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.

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, pedestrians and cyclists in accordance with paragraphs 108 and 110 of the NPPF.

19. No above ground works shall commence on site until a scheme has been submitted to and approved by the Local Planning Authority, for the provision of fire hydrant (served by mains water) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason:

To ensure that adequate water infrastructure provision is made on site for the local fire service to access and tackle any property fire in accordance with paragraph 110 of the NPPF.

20. The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the dwellings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF.

21. Prior to the occupation of the proposed development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the details as approved under the management and maintenance detail until such time as either a dedication agreement has been entered into or a private management company has been established.

Reason:



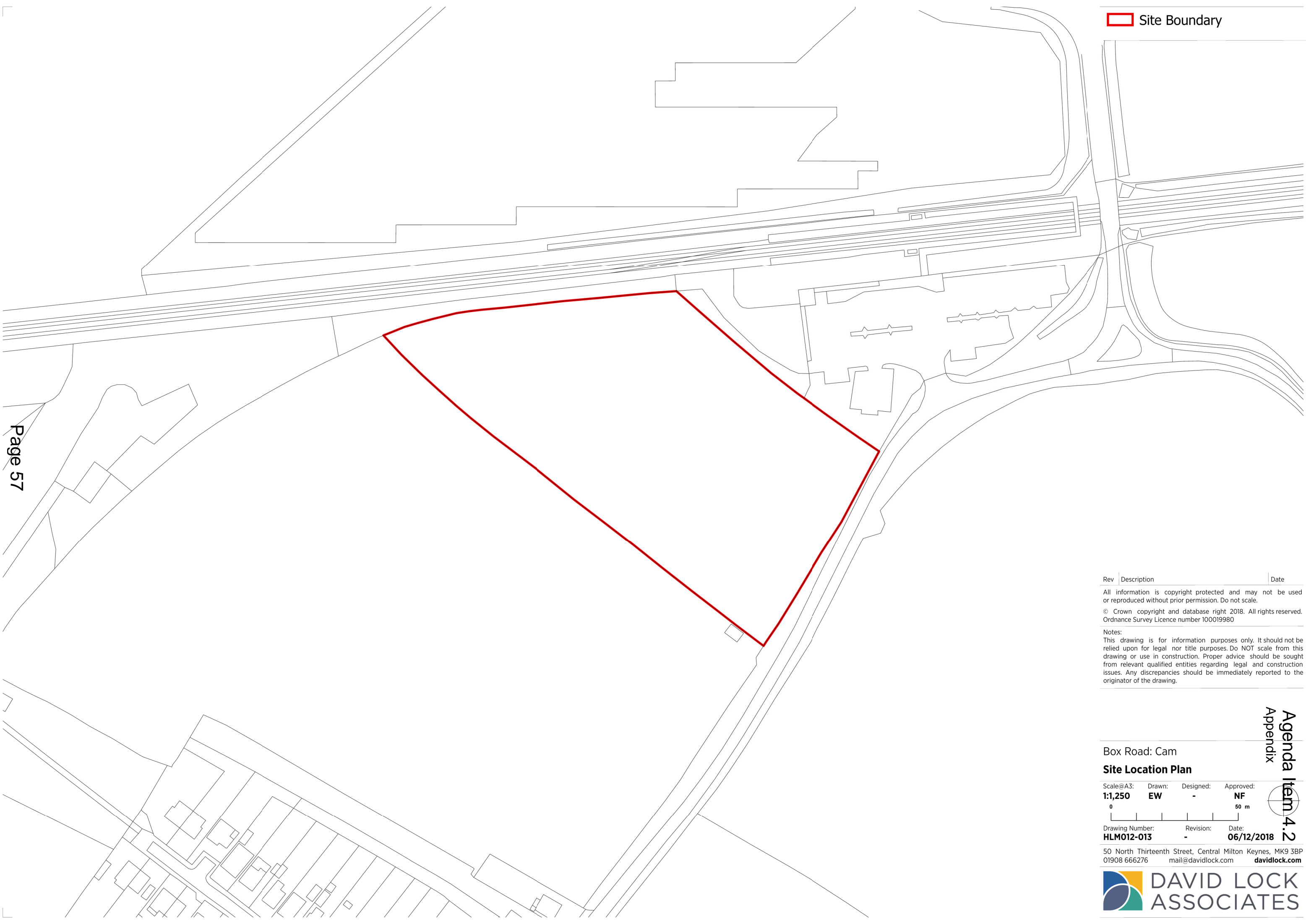
**Development Control Committee Schedule  
30/03/2021**

	<p>To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF 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 127 of the NPPF.</p> <p>22. Prior to the occupation of the development hereby approved, the proposed car parking spaces shall be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p> <p>Reason: To ensure that the development incorporates facilities for charging plug-in and ultra-low emission vehicles in accordance with paragraph 110 of the NPPF.</p> <p>23. The development hereby approved shall not be occupied until details of secure and covered cycle storage facilities have been made in accordance with details to be submitted and approved by the Local Planning Authority.</p> <p>Reason: To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the NPPF.</p>
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 Site Boundary



Page 57

Rev	Description	Date
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Notes:  
This drawing is for information purposes only. It should not be relied upon for legal nor title purposes. Do NOT scale from this drawing or use in construction. Proper advice should be sought from relevant qualified entities regarding legal and construction issues. Any discrepancies should be immediately reported to the originator of the drawing.

Box Road: Cam

**Site Location Plan**

Scale@A3:	Drawn:	Designed:	Approved:
<b>1:1,250</b>	<b>EW</b>	<b>-</b>	<b>NF</b>
0			50 m

Drawing Number:	Revision:	Date:
<b>HLM012-013</b>	<b>-</b>	<b>06/12/2018</b>


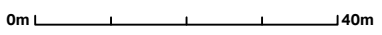

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP  
01908 666276 mail@davidlock.com davidlock.com

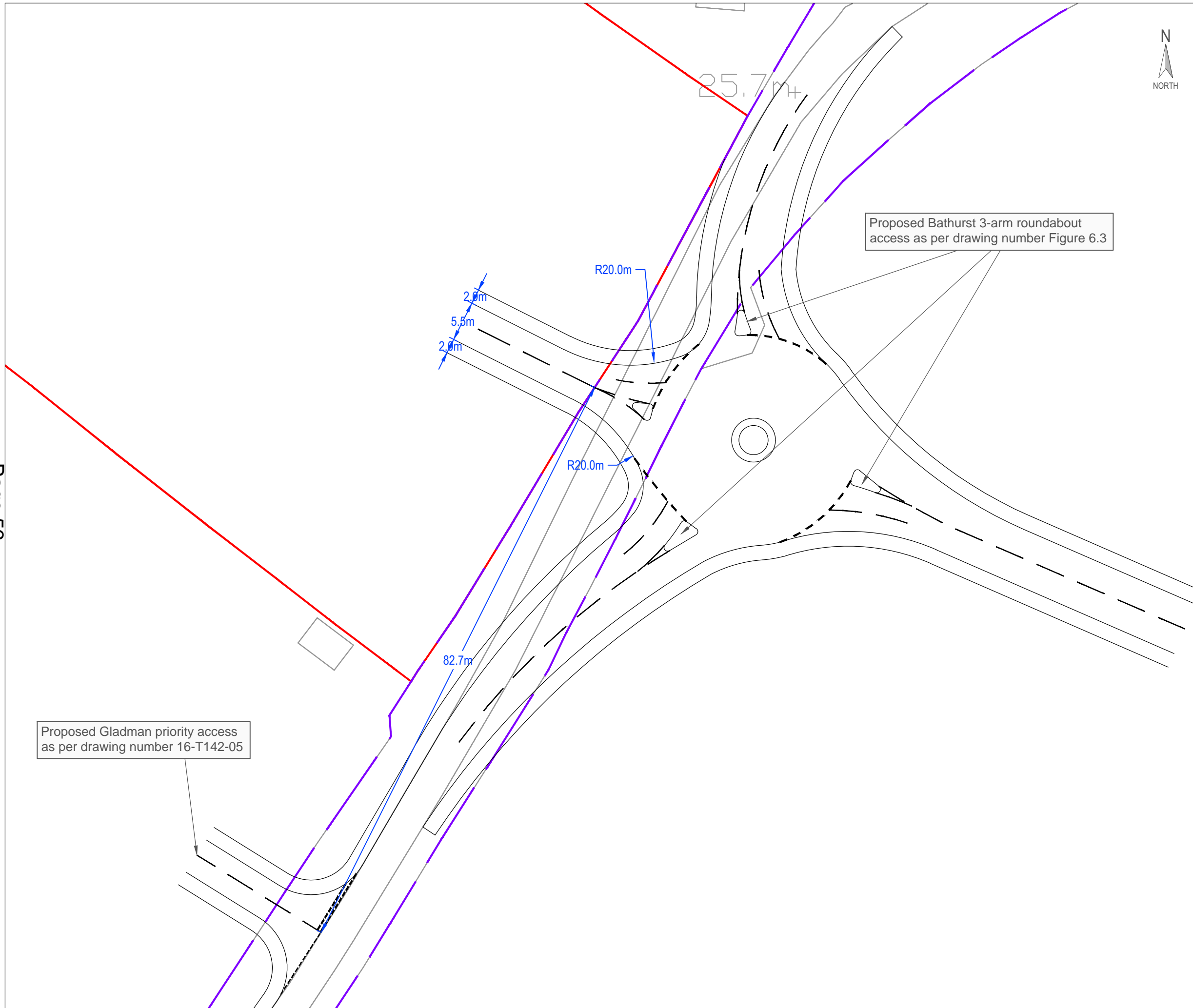


Agenda Item 4.2  
Appendix



- Site Boundary
- Informal Open Space (0.24 Ha)
- Residential Development (1.05 Ha)
- Car Park (0.06 Ha)
- Vehicular Access
- Potential Footpath Connections
- Potential Location for Attenuation Basin
- Retained Landscape Edge



Rev	Description	Date
FOR PLANNING PURPOSES ONLY		
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Client:		
 <b>Hallam Land Management</b>		
<b>Box Road, Cam</b>		
<b>Development Framework Plan</b>		
Scale@A3:	Drawn:	Designed:
<b>1:1,000</b>	<b>DG</b>	<b>SG</b>
		<b>Approved:</b>
		<b>NF</b>
		
Drawing Number:	Revision:	Date:
<b>HLM012/012</b>	<b>E</b>	<b>12.10.20</b>
50 North Thirteenth Street, Central Milton Keynes, MK9 3BP		
01908 666276 mail@davidlock.com davidlock.com		
<b>David Lock Associates</b> Town Planning and Urban Design		



### KEY

-  Site Boundary (Illustrative)
-  Adopted Highway Boundary

Rev	Date	Description	By	Apvd
P2	05.09.18	Highway Boundary Amended	BJ	MG
P1	28.08.18	Preliminary issue	BJ	MG

**PROJECT:**  
BOX ROAD, CAM

**TITLE:**  
PROPOSED SITE ACCESS  
ROUNDAABOUT

**CLIENT:**  
HALLAM LAND MANAGEMENT LIMITED

**SCALE@A3:**  
1:500

**PROJECT REF:**  
18273

**DRAWING No:** SK\_002 **REV:**  
P2

*Revision Referencing*  
P = Preliminary A = Approval T = Tender C = Construction



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Development Control Committee

31<sup>st</sup> March 2021

**Late Pages**

**Item 2: S.18/2697/OUT**

**Parish Council Response**

The officers report states that no response has been received by Cam Parish Council in regards to this application. Cam Parish Clerk has subsequently emailed into the department to state two objections were submitted into the Local Planning Authority. Both objections have been copied below:

Parish Objection #1

**CAM PARISH COUNCIL PLANNING AND HIGHWAYS COMMITTEE HELD ON**

**WEDNESDAY 16 JANUARY 2019 AT 6.30PM AT CAM COUNCIL OFFICE, 4 NOEL LEE WAY**

**OBJECT/CALL IN TO DEVELOPMENT CONTROL**

Land owner did not follow Pre-application protocol. No discussions have been had with the developers regarding this application.

Proposal is outside of the settlement boundary, contrary to HC1.

1.5 spaces per unit is not adequate.

Highway concerns in relation to the proposed mini roundabout, contrary to CP8.

# Agenda Item 4.2

## Appendix

Parish Objection #2

### **MINUTES OF A VIRTUAL MEETING OF THE PLANNING & HIGHWAYS COMMITTEE ON WEDNESDAY 9 DECEMBER 2020 at 6.30pm**

#### **Revised Consultation on a Planning or Associated Application**

Application Number: S.18/2697/OUT

Location: Land South of Railway Line, Box Road, Cam, Gloucestershire.

Application Type: Outline Planning Application

Description: Outline Planning Permission, with all matters reserved except means of access, for; up to 42 residential dwellings; open space and landscaping; roads, parking and new access off Box Road; SuDS; and associated ancillary and infrastructure works.

<https://publicaccess.stroud.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

Objection – Would like to request a 10% area allocated for car park adjoining the existing train station car parking and Box Road with footpath connectivity to improve access to the station. Previous objections still relevant

#### **Amended Conditions List**

Please see below for a full list of amended conditions for the above application.

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

3. Before any development is commenced, approval shall be obtained from the Local Planning Authority in writing of the details of the appearance, landscaping, layout and scale; (hereinafter called "the reserved matters").

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Site Location Plan - HLM012-013

Existing Services Location Plan - 10531-SU-01

Illustrative Surface Water - 10531-DR-01 E

Development Framework Plan - HLM012-012 REV F

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

5. Notwithstanding the illustrative layout and details submitted with this application, the reserved matters required by condition 3 above shall include a schedule of the mix of type and size of market dwellings proposed within the development that aligns with and reflects the relevant figures and requirements of the Strategic Housing Market Assessment for the area.

Reason: To ensure that the housing mix of the proposed scheme has taken into account the identified District's housing needs in accordance with Policies CP7 and CP8 of the Stroud District Local Plan, adopted 2015.

6. No above ground work shall start on the construction of dwellings hereby approved until samples of the facing and roofing materials have been submitted to and approved by the Local Planning Authority. The submission of material samples shall include a series of sample panels constructed on site, composed of the major facing materials. The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick facing materials, as well as any joins or joint details for any cladding panels and render. All works shall be carried out in accordance with the approved details.

Reason: To ensure a positive and well planned appearance to the development in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

7. The development hereby permitted shall not be brought into use until details of a scheme of hard and soft landscaping for the site have been submitted to and approved by the Local Planning Authority. Where planting is to be proposed adjacent to the railway boundary, these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. 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 and to ensure the integrity and safety of the adjacent railway line.

8. No above ground work shall start on the construction of dwellings hereby approved until details of boundary treatments, including fencing, retaining walls (where applicable), gates or other means of enclosure to be erected in or around the development are submitted to and approved by the Local Planning Authority. This must include details of a trespass proof fence adjacent to the network rail boundary

## Agenda Item 4.2

### Appendix

and make provisions for its future maintenance and renewal without encroachment upon Network Rail's land. The development then take place in accordance with the approved details.

Reason: To ensure the adjacent railway line is suitably protected from the development due to its close proximity to the Network Rail boundary, and to ensure the safe operation of the railway and/or the stability of the adjoining railway land in accordance with Policy CP13 of the adopted Stroud District Local Plan, November 2015.

9. The reserved matters shall include details of a scheme for the provision of a refuse and recycling storage for the dwellings hereby approved. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.

Reason: In the interests of amenity and sustainability to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.

10. The development hereby permitted shall not commence until drainage plans for the disposal of foul water flows have been submitted to and approved by the Local Planning Authority. The development shall therefore be implemented in accordance with the approved details before the development is first brought into use.

Reason: To ensure the development is provided with satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

11. No building works hereby approved shall be commenced until surface water drainage works have been implemented in accordance with details submitted to and approved by the Local Planning Authority. The information submitted shall be in general accordance with the illustrative principles set out in the approved drainage strategy specifically Technical Note: Storm Drainage Strategy Rv1 (2<sup>nd</sup> June 2020) and the illustrative surface water plan 10531-DR-01 Rev F. . Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of sustainable urban drainage system (suds) in accordance with the principles set out in the SUDS manual (CIRCA c753, or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall;
  - i) Provide information on the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and measures taken to prevent pollution of the receiving ground waters and/or surface water;
  - ii) Include a timetable for its implementation;
  - iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory



undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and

iv) Ensure a minimum separation distance of 5m from adjacent railway boundary. The approved management and maintenance plan shall be implemented in full in accordance with the approved details.

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 for the lifetime of the development.

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

1. A Phase I site investigation 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase II intrusive investigation report, 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, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:

4. Any previously unidentified contamination encountered during the works has been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. 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.

For further details, as to how to comply with this condition, please contact Katie Larner, Senior Contaminated Land Officer – tel: (01453) 754469.

## Agenda Item 4.2

### Appendix

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.

13. No above ground work shall start on the construction of dwellings hereby approved until a noise mitigation scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall detail measures to ensure that the residential properties meet the following standards: -

- a) sound levels within habitable rooms during the hours of 07:00 - 23:00 shall not exceed 35 dB LAeq,16hour, with windows closed but alternative means of ventilation provided;
- b) sound levels within bedrooms during the hours of 23:00 - 07:00 shall not exceed 30 dB LAeq,8hour and 45 dB LAm<sub>ax</sub> with windows closed but alternative means of ventilation provided; and
- c) sound levels within garden areas during the hours of 07:00 - 23:00 shall not exceed 55 dB LAeq,1hour.

Reason: In the interests of the amenities of the occupiers of nearby residential properties in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan, November 2015

14. No development shall take place until a Construction Method Statement has been submitted to and approved by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:
- i. The parking of vehicles of site operatives and visitors;
  - ii. The unloading and loading of materials;
  - iii. The storage of plant and materials used in constructing the development;
  - iv. Wheel washing facilities;
  - v. Measures to control the emission of dust and fine particulates during construction;
  - vi. A scheme for recycling/disposing of waste resulting from demolition and construction works;
  - vii. Details of the site access/routeing strategy/signage during the construction period
  - viii. Details of how it is intended to utilise 'best practicable means to minimise noise and vibration levels;
  - ix. A commitment to prohibit bonfires on the site during the development;
  - x. construction hours;
  - xi. A scheme to demonstrate how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).

15. No works shall commence on site until the proposed access of Box Road has been provided in accordance with plan no. 18273 SK001P2, or in the event that the roundabout approved to serve development south of Box Road has been constructed, in accordance with plan no 18273 SK002P2 with the first 20m of the access road surfaced in a bound material. and the implementation of the proposed access set out in Plan 18273 SK001P2 shall require that the existing roadside

frontage boundaries shall 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 (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between these splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05 and 2m at the X point and between 0.26m and 2m and 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 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 NPPF.

16. Notwithstanding the submitted details as shown on plan SK\_001 Rev P2, no works shall commence on site until details of a pedestrian crossing facilities, comprising dropped kerbs and appropriate paving, at the junction with the site access and Box Road have been submitted and approved by the Local Planning Authority. The approved crossing facilities shall be completed in all respect prior to first use of the access.

Reason: To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that 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 NPPF.

17. No dwelling on the development hereby approved 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.

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, pedestrians and cyclists in accordance with paragraphs 108 and 110 of the NPPF.

18. No above ground works shall commence on site until a scheme has been submitted to and approved by the Local Planning Authority, for the provision of fire hydrant (served by mains water) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason: To ensure that adequate water infrastructure provision is made on site for the local fire service to access and tackle any property fire in accordance with paragraph 110 of the NPPF.

19. The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the dwellings hereby permitted shall not be occupied until those facilities have been provided in

## Agenda Item 4.2

### Appendix

accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF.

20. Prior to the occupation of the proposed development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the details as approved under the management and maintenance detail until such time as either a dedication agreement has been entered into or a private management company has been established.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF 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 127 of the NPPF.

21. Prior to the occupation of the development hereby approved, the proposed car parking spaces shall be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Reason: To ensure that the development incorporates facilities for charging plug-in and ultra-low emission vehicles in accordance with paragraph 110 of the NPPF.

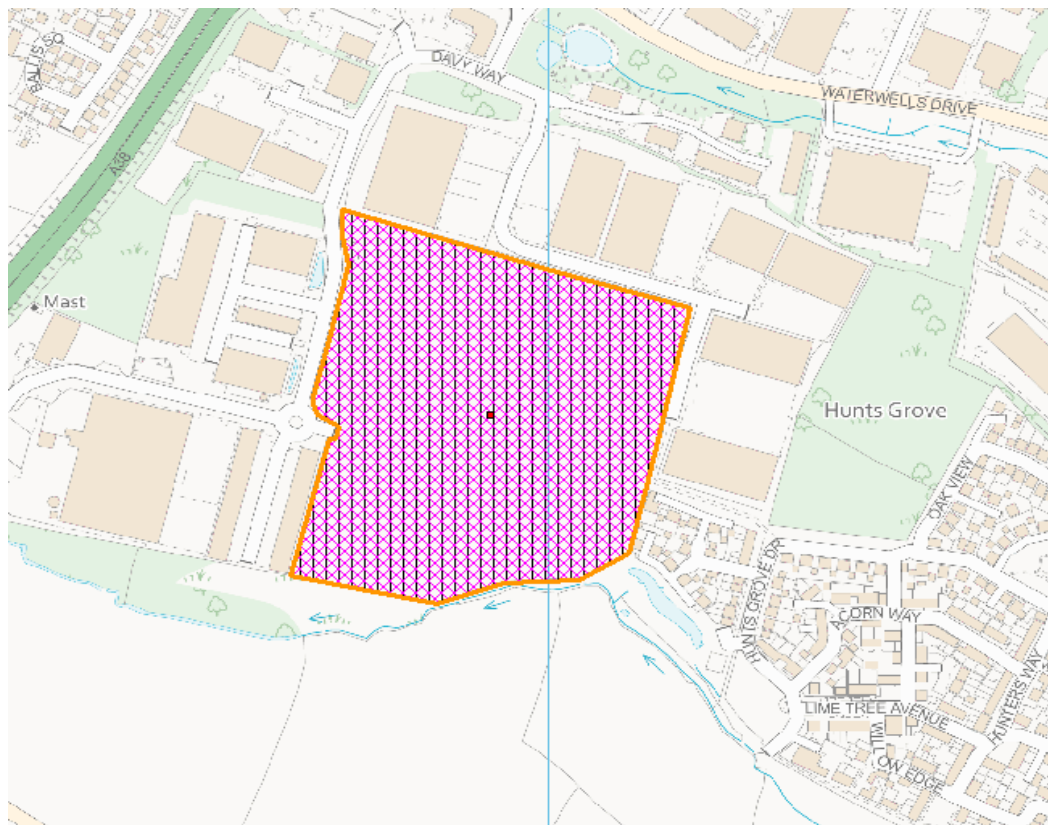
22. The development hereby approved shall not be occupied until details of secure and covered cycle storage facilities have been made in accordance with details to be submitted and approved by the Local Planning Authority.

Reason: To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the NPPF.



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<b>Item No:</b>	<b>03</b>
<b>Application No.</b>	S.18/1947/OUT
<b>Site Address</b>	Land At Quadrant Distribution Centre, Quadrant Way, Hardwicke, Gloucester
<b>Town/Parish</b>	Hardwicke Parish Council
<b>Grid Reference</b>	380951,212482
<b>Application Type</b>	Outline Planning Application
<b>Proposal</b>	Erection of 160 dwellings comprised of 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses & 12 Flats, with all matters reserved except for access
<b>Recommendation</b>	Resolve to Grant Permission subject to a S106 agreement(s)
<b>Call in Request</b>	Councillor Dave Mossman



## Agenda Item 4.3

	<p><b>Development Control Committee Schedule</b> <b>30/03/2021</b></p>
<p><b>Applicant's Details</b></p>	<p>Ashtenne Industrial Fund LP C/o Hansteen Ltd, 1st Floor Pegasus House, 37-43 Sackville Street, London, W1S 3DL</p>
<p><b>Agent's Details</b></p>	<p>Dawn Brodie Savills, Wytham Court, 11 West Way, Oxford, OX2 0QL</p>
<p><b>Case Officer</b></p>	<p>John Chaplin</p>
<p><b>Application Validated</b></p>	<p>07.09.2018</p>
<p><b>CONSULTEES</b></p>	
<p><b>Comments Received</b></p>	<p>SDC Water Resources Engineer Planning Strategy Manager (E) Contaminated Land Officer (E) Hardwicke Parish Council Highways England Environmental Health (E) Biodiversity Officer Flood Resilience Land Drainage SDC Water Resources Engineer Archaeology Dept (E) Natural England (E) Biodiversity Officer Natural England (E) Development Coordination (E) Strategic Planning</p>
<p><b>Constraints</b></p>	<p>Consult area Key Employment Land (LP) Mixed use Allocation Neighbourhood Plan Hardwicke Parish Council</p>
<p><b>OFFICER'S REPORT</b></p>	

### MAIN ISSUES

- Principle of development
- Design and appearance
- Residential Amenity & Noise
- Highways
- Landscape impact
- Contaminated land
- Public open space
- Affordable Housing
- Ecology
- Flood risk
- Archaeology and Heritage Assets
- Obligations



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### DESCRIPTION OF SITE

The application site forms part of the former RAC Quedgeley with this area part of the maintenance depot. All buildings have been demolished with commercial development taking place on the adjacent parts of the RAC site. Access to the site is provided off Quadrant Way which connects to Davey Way to the North which has access from the roundabout on the main Waterwells Drive. A Southbound access to the south to joining with the B4008 Bristol Road/onto A38 is also present.

Commercial development part of the Hunts Grove development has also taken place to the Northeast with a section of the phase 1 Hunts Grove dwellings to the East.

The Shorn brook is located to the south of the site along with a strip of woodland/buffer landscaping before further residential area of the Hunts Grove allocation (not yet constructed).

The majority of the site is relevantly level but is raised up compared to the adjacent land. This is related to the previous use and potentially the demolition with the site being made up land with slopes to the edge of the site, to the south and to north/northeast.

The site is a brownfield site but is not included in the SDC brownfield register as the site is also a protect employment site within the Local Plan.

### PROPOSAL

This application is for the erection of 160 dwellings. The application is in outline with all matters reserved except for access.

The submitted details have included a proposed housing mix comprised of 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses & 12 flats.

### REVISED DETAILS

Flood Risk Assessment 28 Sep 2018

Additional HRA Screening Information 14 Nov 2018

Additional Highway Technical Note 14 Nov 2018

Reptile and GCN Mitigation Strategy Received 13th Feb 2019

Additional Viability Information 12 Mar 2019

Updated Highway Modelling 12 Apr 2019

Updated Viability Report 05 Aug 2019

Travel Plan 25 Sep 2019

Revised Travel Plan 28 Oct 2019

Reptile Report 9 Oct 2020

Planning Supporting Statement 9 Oct 2020



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**REPRESENTATIONS**

**Statutory Consultees:**

**Hardwicke Parish Council:** Objection

1. The application is a proposal for 160 houses on land currently allocated for industrial use. The Hardwicke Parish Council Planning Group reviewed the application and supporting evidence as of 20th November 2018.
2. This is an interim response to the application to identify our main findings. A full review will be forwarded as soon as possible.
3. The review identified a number of omissions, discrepancies and inconsistencies with the evidence offered in support of the application.
4. It found the proposal to be:
  - non-compliant NPPF Paragraph 12, NPPF paragraph 62 and NPPF paragraph 64. These are material considerations carrying considerable weight in the planning process
  - non-compliant with SDC Local Plan Policy CP2, CP5, CP6, CP7, CP8, CP9, CP11, CP13, CP15, E11, E12. These are material considerations carrying significant weight in the planning process
  - non-compliant with Hardwicke Parish Council Neighbourhood Development Plan Policy GEN1, HOU1, EC1. These are material considerations carrying significant weight in the planning process

Hardwicke Parish Council therefore requests that the outline application be rejected by the Planning Authority.

5. The recommendation is predicated on the following evidence:

Background

6. There is one previous planning application for the site.
  - 6.1. 2018/0053/EIAS Request for EIA screening opinion for a proposed residential development of 160 dwellings.

Observations/Comments/Compliances

- 7 National Planning Policy Framework (NPPF)
  - 7.1. NPPF Paragraph 12 states that ‘...The presumption in favour of sustainable development does not change the statutory status of the development plan as the





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starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted...'

- 7.1.1 The proposed development is not in the Development Plan making it non-compliant with the requirements of NPPF Paragraph 12, a material consideration carrying considerable weight in the planning process.
- 7.2 NPPF Paragraph 62 states that '...Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site unless:
- a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
  - b) the agreed approach contributes to the objective of creating mixed and balanced communities...'
- 7.2.1 The need for affordable housing in the district is well established. The application states that the developer cannot contribute affordable housing on viability grounds but provides no evidence or alternatives required by the NPPF. This makes the application non-compliant with NPPF paragraph 62, a material consideration carrying considerable weight in the planning process.
- 7.3 NPPF Paragraph 64 states that '...Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:
- a) provides solely for Build to Rent homes;
  - b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
  - c) is proposed to be developed by people who wish to build or commission their own homes; or
  - d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.
- 7.3.1 The need for affordable housing is well established in the district. The application states that the developer cannot contribute affordable housing on viability grounds but provides no evidence of the exceptions stated. This makes the application non-compliant with NPPF paragraph 64, a material consideration carrying considerable weight in the planning process.



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8 Stroud District Council Local Plan

- 8.1 SDC Local Plan Policy CP2 - Strategic growth and development locations states that '...Stroud District will accommodate at least 11,400 additional dwellings, 950 additional care home bed-spaces (2013-31) and 58 hectares of additional employment land for the period 2006-2031...' '...Strategic sites are identified at the following locations:' '...Hunts Grove Extension 750...'

'...Outside of strategic sites, development will take place in accordance with the settlement hierarchy set out in this Plan...'

- 8.1.1 Hardwicke is an 'Accessible Settlements with Limited Facilities – Third Tier' settlement whose remit in the plan strategy is 'will provide for lesser levels of development in order to safeguard their role'.

- 8.1.2 This application is outside identified strategic sites therefore development should be proportionate to meeting its Third Tier role. This development of 160 dwellings cannot be seen as contributing lesser levels of development' compromising its role as a rural settlement.

This makes the application non-compliant with SDC Local Plan Policy CP2, a material consideration carrying significant weight in the planning process.

- 8.2 SDC Local Plan Policy CP5 - Environmental development principles for strategic sites states that '...Strategic sites will:'

'...3. Be readily accessible by bus, bicycle and foot to shopping and employment opportunities, key services and community facilities; and will contribute towards the provision of new sustainable transport infrastructure to serve the area, in seeking to minimize the number and distance of single purpose journeys by private cars 4. Have a layout, access, parking, landscaping and community facilities in accordance with an approved indicative master-plan...'

- 8.2.1 Paragraph 2.11 and 2.12 of the Travel Plan (TP) quotes PPG13 and the CIHT document 'Providing for Journeys on Foot' (2000) respectively to support the claim that listed facilities are within walking distance. The PPG document is obsolete. Using more recent information demonstrates that the only attractors identified in the TP that meet the requirement is a public house, two bus stops and an electric vehicle charging station.

- 8.2.2 The layout of the development and width of road design results in access to parking in all but 15 dwellings that is not wide enough for a lorry and car to pass.



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8.2.3 The location is not part of an approved master-plan therefore the layout, access, parking, landscaping and community facilities cannot be in accordance with one. To meet noise requirements from the surrounding industrial units three sides of the development is enclosed by a high berm. This isolates This limits views out of the development giving it an isolated, cramped and enclosed feeling.

8.2.4 This makes the application non-compliant with SDC Local Plan Policy CP5, a material consideration carrying significant weight in the planning process.

8.3 SDC Local Plan Policy CP6 - Infrastructure and developer contributions states that:

'...4. Negotiating appropriate planning obligations to mitigate any adverse impacts of proposed development – while avoiding duplication of payments made through CIL. Where implementation of a development would create a need to provide additional or improved infrastructure and amenities, would have an impact on the existing standard of infrastructure provided, or would exacerbate an existing deficiency in their provision, the developer will be expected to make up that provision for those local communities affected. Where the developer is unable to make such provision, the Council will require the developer to make a proportionate contribution to the overall cost of such provision through a legal agreement and/or Community Infrastructure Levy...'

8.3.1 The application states that developer contributions would not be acceptable as the development would be unviable. Quedgeley Town Council has already requested infrastructure contributions. It would be unacceptable, and unfair to other developments, for the Planning Authority not to agree contributions should they feel inclined to permit this development.

As it stands, this makes the application non-compliant with SDC Local Plan Policy CP6, a material consideration carrying significant weight in the planning process.

8.4 SDC Local Plan Policy CP7 Lifetime communities' states that '...To ensure that new housing development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) in the District, developers will need to clearly demonstrate how major housing development will contribute to meeting identified long term needs in those communities the development relates to...'

The District housing needs are identified in the SDC Local Plan supporting evidence whilst the Hardwicke Neighbourhood Development Plan - Future Housing Needs Assessment concludes that the growing need is for housing for the aging population. The application does nothing to identify how it contributes to the lifetime community's policy. This makes the application non-compliant with SDC Local Plan Policy CP7, a material consideration carrying significant weight in the planning process.

8.5 SDC Local Plan Policy CP8 New housing development states that '...New housing development must be well designed to address local housing needs, incorporating a range of different types, tenures and sizes of housing, to create mixed communities...'



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8.5.1 The application does not explain how the development intends to meet the identified housing needs for the District or Hardwicke community. This makes the application non-compliant with SDC Local Plan Policy CP8, a material consideration carrying significant weight in the planning process.

8.6 SDC Local Plan Policy CP9 Affordable housing states that ‘...There is an overall unadjusted need for affordable housing of 446 dwellings per annum. Planning permission will be granted for residential (including extra care) development providing an appropriate density that is acceptable in townscape, local environment, character and amenity terms, dwelling types, tenures and sizes seamlessly integrated with existing development or proposed mixed-use development.’

‘...All residential proposals of at least 4 dwellings (net) or capable of providing 4 dwellings (net) covering a net site area of at least 0.16 ha will provide at least 30% of the net units proposed as affordable dwellings, where viable...’

8.6.1 The application states that the developer cannot contribute affordable housing on viability grounds but provides no evidence of the exceptions stated. The continued deferral by the Planning Authority of affordable housing quotas is causing a backlog of affordable housing in the local area that affects the ability of families to remain in their own neighbourhoods. This makes the application non-compliant with SDC Local Plan Policy CP9, a material consideration carrying significant weight in the planning process.

8.7 SDC Local Plan Policy CP11 Economic growth and strategic employment needs states that ‘...Employment sites will be provided in order to increase the range and choice of sites available and to address the self-containment of settlements in terms of homes / jobs balance.

Existing employment sites will be safeguarded unless new proposals are put forward that intensify the employment use of the site, supported by enabling development as set out in other policies in the Local Plan...’

8.7.1 Key Employment site EK13 identifies Hunts Grove/Quadrant Distribution Centre as a key employment site to provide work for areas around Hardwicke and particularly for Hunts Grove. We are just three years into the SDC Local Plan 2015. The residential part of the HG development is less than a third complete. The need for local employment can only grow with the development and with 13 years to completion there is plenty of time for the market to change. If the land is released for residential then it cannot be reversed. This makes the application non-compliant with SDC Local Plan Policy CP11, a material consideration carrying significant weight in the planning process.



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- 8.8 SDC Local Plan Policy CP13 Travel and transport states that ‘...Proposals for major schemes, as defined by the Town and Country Planning (Development Management procedure) (England) Order 2010, will be supported where they:
1. Provide for a variety of forms of transport as alternatives to the car to allow more sustainable choices
  2. Improve the existing infrastructure network, including road, rail and bus, facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users
  3. Mitigate any significant adverse effects upon the transport network that arise from the development proposed. In all development cases, schemes shall:
    - i) be located where there are, or will be, at the time of development, choices in the mode of transport available and which minimise the distance people need to travel
    - ii) provide appropriate vehicular parking, having regard to car ownership and the Council’s adopted standards
    - iii) not be detrimental to and, where possible, enhance road safety and
    - iv) not cause or contribute to significant highway problems or lead to traffic related environmental problems.

Development proposals shall be consistent with and contribute to the implementation of the agreed transport strategy, set out in the Gloucestershire Local Transport Plan...’

8.8.1 The proposal makes no additional alternative form of transport to the car; offers no improvements to existing infrastructure network and the Highways Agency has deemed that the development will add significantly to the strategic highway. Access to the site will be a road designed for use to industrial units. Such a mix of industrial and residential traffic on Marconi Road has caused considerable road safety problems for Hunts Grove Phase 1 residents.

8.8.2 This makes the application non-compliant with SDC Local Plan Policy CP13, a material consideration carrying significant weight in the planning process.

SDC Local Plan Policy E11 - Key Employment Sites states that ‘...The key employment sites listed below will be retained for B Class Uses. Redevelopment for alternative uses or changes of use from employment use will not be permitted on these sites.

EK12 Hardwicke Quedgeley West  
EK13 Hardwicke Hunts Grove/Quadrant Distribution Centre...’

The policy is unequivocal, changes of use from employment will not be permitted. This makes the application non-compliant with SDC Local Plan Policy E11, a material consideration carrying significant weight in the planning process.



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- 8.9 SDC Local Plan Policy EI12 - Transport Choice - Delivering Transport Infrastructure states that ‘...All development proposals should have full regard to the traffic impact on the local highway network. Major development proposals, or those that are likely to have a significant impact on the local transport network, will be required to submit a Transport Assessment as well as a Travel Plan, to demonstrate that they have fully considered access by all modes of transport...’
- 8.9.1 The Travel Assessment submitted has numerous discrepancies and the Travel Plan content fails to meet NPPF recommendations. Highways England have made their position clear that ‘...In terms of M5 J12, recent surveys show existing concerns with the southbound off-slip during weekday peak hours, with queues already extending onto the mainline. In accordance with paragraphs 9 and 10 of DfT Circular 02/2013, Highways England takes the view that any development trips adding to an off-slip, which then results in mainline queuing; or extends an existing mainline queue; and/or increases the frequency at which a mainline queue occurs, to be a severe safety impact...’.
- 8.9.2 Whilst the application has no flow pattern analysis supporting M5 J12 it seems inconceivable that this development would not contribute to the current problems at that junction. This makes the application non-compliant with SDC Local Plan Policy EI12, a material consideration carrying significant weight in the planning process.
- 8.10 SDC Local Plan Policy ES3 Quality of Life within Environmental Limits states that ‘...Permission will not be granted to any development which would be likely to lead to, or result in an unacceptable level of...’ ‘...5. A detrimental impact on highway safety...’
- 8.10.1 For the reasons stated previously regarding detrimental impacts of the development on highway safety the application is non-compliant with SDC Local Plan Policy EI12, a material consideration carrying significant weight in the planning process.
- 9 Hardwicke Neighbourhood Development Plan
- 9.1 NPPF paragraph 30 states that ‘...Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non- strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently...’.
- 9.1.1 This ensures that local NDP policies to be applied when the equivalent Local Plan policies covering the area have been met.



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- 9.2 Hardwicke Neighbourhood Development Plan Policy GEN1 Settlement Boundary states that ‘...Development proposals will be supported within the settlement boundary as shown on the policies map, on existing employment sites, and on sites allocated within the Stroud District Local Plan provided they meet the criteria set out in other policies in the Local Plan.  
Outside the settlement boundary development appropriate to a rural area will be supported where it:
- meets the essential need for a rural worker to live permanently at or near their place of work in the countryside; or
  - would represent the most viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
  - would re-use redundant and disused buildings and lead to an enhancement of their immediate settings; or
  - would incorporate a dwelling of exceptional quality or innovative nature of design; or
  - otherwise satisfies criteria set out in the development plan for development in rural areas...’
- 9.2.1 This development location is outside the settlement development boundary but is within a site allocated in the Local Plan, however the development fails to meet other policies in the Local Plan.
- 9.2.2 The development is not for rural workers; has no heritage assets; does not re-use redundant buildings; do not incorporate dwellings of exceptional quality or of an innovative nature. This makes the application non-compliant with the Hardwicke NDP Policy GEN1, a material consideration carrying significant weight in the planning process.
- 9.3 Hardwicke Neighbourhood Development Plan Policy HOU3 – Dwelling Mix states that ‘...All new housing developments should provide and demonstrate an appropriate mix of dwelling types and sizes to meet the needs of current and future households in Hardwicke...’
- 9.3.1 Hardwicke Neighbourhood Development Plan - Future Housing Needs Assessment identified future housing needs in Hardwicke. Full cognisance was afforded to The Planning Advice Service (PAS) Neighbourhood Planning Advice Note titled ‘Housing Needs Assessment for Neighbourhood Plans’ throughout the housing assessment and is compliant with its requirements. The application does not address the conclusions of the assessment making it non-compliant with the Hardwicke NDP Policy HOU3, a material consideration carrying significant weight in the planning process.
- 9.4 Hardwicke Neighbourhood Development Plan Policy EC2 Existing Employment states ‘...Insofar as planning permission is required, proposals for the change of use of existing business premises to other non-employment use classes will not be supported...’



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9.4.1 The site is allocated for employment as part of the Hunts Grove and wider Stroud District employment strategy. We are just three years into the SDC Local Plan. The residential part of the HG development is less than a third complete. The need for local employment can only grow with the development and with 13 years to completion there is plenty of time for the market to change. If the land is released for residential then it cannot be reversed. This makes the application non-compliant with SDC Local Plan Policy EC1, a material consideration carrying significant weight in the planning process.

**Quedgeley Town Council:** Neither support or object.

Wish to see a S106 or community infrastructure levy to mitigate the impact this development will have in Quedgeley.

**Natural England:**

Further Information Required to determine impacts on designated sites – HRA Stage 2 appropriate assessment required

As submitted, the application could have potential significant effects on the Cotswold Beechwoods’s Special Area of Conservation (SAC). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

Further consideration needs to be given to measures to offset recreation pressure on the Cotswold Beechwoods SAC. Relevant measures include on-site green and open space and/or access to offsite open space resources and new homeowner’s information packs. A developer contribution may be appropriate to secure delivery of suitable measures. Consistent with the recent ‘People over Wind’ ruling<sup>1</sup> we advise the Council to undertake an appropriate assessment.

Without this information, Natural England may need to object to the proposal.

**Natural England Revised comment:**

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**SUMMARY OF NATURAL ENGLAND’S ADVICE NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED**

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of the Cotswold Beechwoods Special Area of Conservation (SAC).
- damage or destroy the interest features for which the Cotswold Commons and Beechwoods Site of Special Scientific Interest and National Nature Reserve (NNR) have been notified.





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In order to mitigate these adverse effects and make the development acceptable, the mitigation options described in the Council's appropriate assessment report should be secured. We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

Further advice on mitigation Natural England notes that your authority, as competent authority, has undertaken an appropriate assessment of the proposal in accordance with Regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Natural England is a statutory consultee on the appropriate assessment stage of the Habitats Regulations Assessment process.

Your appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any permission given.

Homeowner information pack Content - We note and agree with the Council's biodiversity officer comments on the objectives and content to be addressed in the HIP. We would add that the homeowner information pack should include suitable information to acknowledge the woodland SAC's location within the wider Cotswold Commons and Beechwoods SSSI (please see below). A holistic approach should be taken to ensure the sensitivities of the site as a whole are communicated clearly.

In terms of format the Homeowner Information Pack should present information describing informal recreation opportunities in the following sequence:

- Public space on your doorstep
- Public space a short drive away by car or bus
- Further afield – e.g. The wider Cotswolds Area of Outstanding Natural Beauty (AONB), the Severn Estuary, the Forest of Dean.

The proposed HIP leaflet for Hunts Grove, Quedgeley (produced by Crest Nicholson. Gloucester City Council and FPCR provides a useful example).

Sites of Special Scientific Interest (SSSI) The Cotswold Beechwoods SAC partially coincides with the Cotswold Commons and Beechwoods SSSI and National Nature Reserve (NNR). Provided the mitigation measures for the SAC are secured as part of planning approval we do not anticipate adverse effects on the SSSI's notified features.



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#### **Highways England:**

Highways England understands the application site is identified as a key employment site in the adopted Stroud Local Plan (ref: EK13 – Hunts Grove/Quadrant Distribution Centre), which is afforded protection for traditional employment uses (B Class uses) under Policy EI1. Policy EI1 (Key Employment Sites) seeks to retained identified sites (including the application site) for B Class employment use, stating: 'Redevelopment for alternative uses or changes of use from employment use will not be permitted on these sites'. This protection is repeated in the Neighbourhood Plan.

Whilst allocated for employment, the site does not comprise an extant consent for development and as such, Highways England would not be able to take account of any extant employment development trips, when considering its trip generation potential in a TA.

#### Proposals

Despite the site being earmarked for employment land uses in the Stroud Local Plan, it is understood that the applicant has been unsuccessful in securing commercial interest. Residential dwellings are now being promoted for the site and form the basis of the outline planning application submission. The development proposals include 160 dwellings comprising 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses and 12 flats.

#### Trip Generation

Proposed vehicular trip rates have been derived from traffic surveys at the adjacent Hunts Grove site, with surveys sampling roads consisting 350 mixed dwellings. This site is believed to be a comparable size to that proposed, and similar in terms of its location and access to public transport provision.

The surveys identify a two-way vehicle trip rate of 0.646 (AM) and 0.591 (PM), generating two-way vehicle trips of 103 (AM) and 94 (PM) for the 160 dwelling proposals. Highways England accepts the trip rates and trip generation presented.

Highways England does not accept that employment development trips can be 'netted off' from those proposed by the new residential proposals based on the sites allocation in the Local Plan. The employment land uses do not have an extant consent and no development could be constructed without a planning application submission.

#### Trip Distribution / Assignment

MA have utilised 2011 'journey to work' Census data to determine the distribution of development trips using the 'Gloucester 015' Middle Super Output Area (MSOA). Journey planning software has then been used to identify the likely routes used by drivers in travelling from the site to places of employment.

Highways England has undertaken its own trip distribution and assignment to compare against these results and believes the results to be suitable. Highways England accepted the results presented by MA.

The development is predicted to place 54.2% of development trips through the Cross Keys roundabout in each peak hour, with the majority 50% continuing to M5 J12. For the



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development proposals, 51 two-way trips per hour are shown to travel via M5 J12 in the AM peak and 48 two-way trips per hour doing the same in the PM peak. The MA TA does not provide information regarding development trip turning movements at M5 J12 itself.

### **Traffic Impact**

The MA TA does not include any capacity assessments detailing development traffic impacts on M5 J12.

Associated with the proposals, Highways England would require the applicant to determine the developments traffic impact on M5 J12 and the nearby A38/B4008 'Cross Keys' junction through capacity assessment. Whilst the 'Cross Keys' junction does not form part of the SRN, Highways England is aware of queue interactions between these two junctions, which have consequences for the operation of M5 J12.

Regarding M5 J12, Highways England is currently aware of existing capacity issues at the junction, with recent surveys revealing vehicle queues on the M5 southbound off-slip extending onto the mainline. The surveys are further supported by 'Watchman Report' findings, which monitor the performance and operation of the SRN in the southwest region. Highways England continues to receive HAILS (external correspondence) regarding queues at the junction, including an MP inquiry raising mainline queuing in this location as a safety concern for the travelling public.

Highways England draws your attention to Paragraph 9 and 10 of Circular 02/2013 which refers to development proposals being unacceptable, by virtue of a severe impact, if they increase demand for use of a section of the network that is already operating over-capacity or cannot be safely accommodated within the existing infrastructure provision, unless suitable mitigation is agreed. Given that M5 J12 is already operating at capacity, any additional trips generated by the 160 residential dwellings adding to the sensitive movement at J12 (SB off-slip) will be considered to be a severe / significant safety impact.

As capacity assessments have not been provided with the TA, these should be prepared and presented for Highways England to review. The traffic model used in the assessment should be capable of considering the interaction of both junctions together. Highways England have a recently validated S-Paramics model which covers both junctions and the wider network. This is currently being developed to include GCC's Cross Keys roundabout scheme. Once complete, the model can be made available for the purposes of assessing the traffic impact of the development.

Traffic scenarios should be presented for an 'opening' and 'forecast' year, which must include development traffic associated with the FULL development proposals, taking account of background and committed development traffic. Highways England can advise on the traffic scenarios if requested.



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#### Committed Developments & Infrastructure Schemes

Highways England is currently aware of a number of committed developments and infrastructure schemes that relate to M5 J12 and the Cross Keys roundabout, which should form a 'baseline position' for 'opening year' capacity assessments presented in a TA. The local planning authority should be consulted to agree this list, although Highways England is aware of the following key sites that should be included:

- Quedgeley East Business Park (Ref: S.16/1724/OUT);
- Marconi Drive, Quedgeley (Ref: S.16/2793/OUT);
- Bristol Road, Hardwicke (Ref: S.16/2793/OUT);
- Development still to be built out associated with the Hunts Grove Proposals (Ref: S.06/1429/OUT)

In addition to committed developments, a series of committed infrastructure schemes are planned to come forward separately or linked to the delivery of committed developments. These include:

- M5 J12 southbound off-slip improvements. See the Phil Jones Associates Drawing ref: 02644-01-1 Rev B titled 'M5 Junction 12 Interim Mitigation Scheme – General Overall Layout';
- An improvement scheme identified for B4008 / A38 Cross Keys Roundabout, as shown in the Amey Consulting / Gloucestershire County Council Drawing Ref: C291.01 Rev P01.12;
- New A38/B4008 Access Junction to Hunts Grove.

#### Travel Planning

A Travel Plan (Framework) has been prepared by MA to encourage sustainable travel and discourage the use of single occupancy vehicles generated by the development. A full Travel Plan will be prepared at a later stage of the sites occupation. Currently, the Travel Plan seeks to achieve a target of reducing single occupancy car trips by 10% over 5 years, from baseline traffic surveys undertaken when 25% of the development is occupied.

The measures identified to achieve this mode split include:

- A Travel Plan Coordinator (TPC) will be appointed to implement, manage and monitor the Travel Plan;
- A display board will provide information on sustainable travel modes to local residents;
- Travel Welcome Packs will be provided to the occupants of each dwelling and contain information of the sustainable travel options available to users;
- The TPC will organise events for residents including meetings whereby travel arrangements will be discussed

The TPC will also prepare an Annual Review Report (ARR) for submission to Gloucestershire County Council detailing the success of the Travel Plan against targets.



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While the travel planning proposals may have benefit in terms of encouraging modal shift for local trips, Highways England is not convinced that the range of measures identified in the Travel Plan would realistically affect a reduction in car journeys that would otherwise travel on the SRN. The Travel Plan largely includes dissemination of information relating to walk and cycle, which may benefit journeys made to Gloucester City Centre and neighbouring amenities but are unlikely to reduce car trips traveling through M5 J12.

Highways England is unable to take account of any mode shift potential for the SRN, based on the current Travel Plan presented.

### Conclusion

Highways England has undertaken a review of the MA TA and supporting documents and requests that capacity assessment is undertaken for M5 J12 and the Cross Keys Roundabout (as a single corridor traffic model). At this time, Highways England is unable to determine the traffic impact of the development proposals on the SRN. However, given that M5 J12 already experiences mainline queueing on the SB off-slip, the presumption is a severe / significant impact.

Based on the above comments, Highways England's recommendation is set out below.

### Recommendation

Stroud District Council should not grant planning permission for the development proposals (Ref: S.18/1947/OUT) for a period of 6 months.

Reason: To provide the applicant sufficient time to address Highways England's outstanding concerns regarding the operation and safety of the SRN i.e. M5 J12.

### Highways England Revised comments

Highways England understands the application site (EK13 – Hunts Grove/Quadrant Distribution Centre) is afforded protection for traditional employment uses (B Class uses) under Policy E11. Policy E11 (Key Employment Sites) seeks to retain identified sites (including the application site) for B Class employment use, stating: 'Redevelopment for alternative uses or changes of use from employment use will not be permitted on these sites'. This protection is repeated in the Neighbourhood Plan.

The site does not benefit from an extant planning consent.

### Proposals

Despite being afforded protection for employment land uses in the Stroud Local Plan, it is understood that the applicant has been unsuccessful in securing commercial interest for the site. Proposals for 160 residential dwellings are now being pursued, comprising 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses and 12 flats.



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#### Trip Generation

Proposed vehicular trip rates have been derived from traffic surveys sampling 350 mixed dwellings on the adjacent Hunts Grove site. This site is believed to be a comparable size and similar in terms of its location and access to public transport provision. As such, Highways England accepted this approach to identify peak hour trip rates and trip generation.

The surveys identify a two-way vehicle trip rate of 0.646 (AM) and 0.591 (PM), generating two-way vehicle trips of 103 (AM) and 94 (PM) for the 160 dwelling proposals.

#### Trip Distribution / Assignment

MA have utilised 2011 'journey to work' Census data to determine the distribution of development trips using the 'Gloucester 015' Middle Super Output Area (MSOA). Journey planning software has been used to inform how development trips assign over the strategic and local highway network.

The results predicted 54.2% of development trips would travel through the Cross Keys roundabout in each peak hour, with 50% continuing to M5 J12. For the development proposals, 51 two-way trips (AM) and 48 two-way trips (PM) are shown to travel through M5 J12.

#### Traffic Impact

Highways England is aware of existing capacity issues at M5 J12, with recent surveys revealing vehicle queues on the M5 off-slips extending onto the mainline. These findings are supported by 'Watchman Report' findings and police HAILS (external correspondence) raising the issue of mainline queuing at M5 J12.

Considering paragraph 9 and 10 of Circular 02/2013, development proposals are considered to be unacceptable, by virtue of a severe impact, if they increase demand for use of a section of the network that is already operating over-capacity or cannot be safely accommodated within the existing infrastructure provision, unless suitable mitigation is agreed. With the M5 off-slips already operating above capacity and reports of mainline queuing, any additional trips adding to these sensitive movements will be treated as being an unacceptable impact on highway safety.

Whilst the 'Cross Keys' junction does not form part of the SRN, Highways England is aware of queue interactions between Cross Keys junction and M5 J12. The inclusion of additional development trips on the Cross Keys junction, will also be a concern for Highways England if they cause queues to extend back to J12 and impact on the operation and safety of the junction.

Utilising the PJA VISSIM model created and used to test traffic impacts for the Quedgeley East Business Park (QEBP) proposals (Ref: S.16/1724/OUT), MA have tested a 2021 base and committed development scenario and compared the results to the same, with the addition of proposed development trips. As a further check on these results, Highways England has run the development traffic through Highway England's own recently completed M5 J12-14 Paramics Discovery model, which comprises all committed developments and infrastructure envisaged for the year 2021. This includes a St Modwen identified improvement to the M5 Southbound off-slip and a part signal-controlled junction scheme being delivered by Gloucestershire County Council at Cross Keys.



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The modelling results show that without committed infrastructure, the development proposals would add to existing mainline queues predicted on both the NB and SB off-slips in 2021 resulting in significant congestion and unacceptable highway safety impacts. However, with the committed development and schemes in place, vehicle queues are not shown to extend beyond the M5 off-slips. The impact of proposed development on the SRN is therefore considered to be acceptable, subject to committed infrastructure being in place. As such, the committed improvement schemes already identified, would need to be in place before any proposed development traffic could be occupied. It is therefore recommended that suitable conditions are attached to any planning permission that may be granted to ensure that the development cannot be brought into use until such time as the necessary highway schemes are in place and open to traffic. This approach is consistent with Highways England's planning responses on other recent planning applications which place development trips on M5 J12.

### **Highways England recommends that conditions be attached to any planning permission granted (Ref: S.18/1947/OUT):**

#### Highways England - Condition 1

The development proposals hereby approved shall not be brought into use, unless or until the improvement scheme identified for M5 Junction 12, as shown in the Phil Jones Associates Drawing ref: 02644-01-1 Rev B titled 'M5 Junction 12 Interim Mitigation Scheme – General Overall Layout' has been completed to the satisfaction of the Local Planning Authority (in consultation with Highways England) and is open to traffic\*1.

#### Reason:

To off-set development traffic impacts at M5 J12. To ensure the safe and efficient operation of the SRN.

#### Highways England - Condition 2

The development proposals hereby approved shall not be brought into use, unless or until the improvement scheme identified for B4008 / A38 Cross Keys Roundabout, as shown in the Amey Consulting / Gloucestershire County Council Drawing Ref: C291.01 Rev P01.12 together with the signalisation of the B4008 northbound approach and the A38 southbound approach or an alternative scheme which is equally acceptable to Gloucestershire County Council and Highways England, has been completed to the satisfaction of the Local Planning Authority (in consultation with Highways England) and is open to traffic.

#### Reason:

The Cross Keys improvement and signalisation scheme is necessary to mitigate the traffic impacts of the development which would otherwise cause vehicle queues to extend south on the B4008 from this junction and interact with M5 J12. To ensure the safe and efficient operation of the SRN.



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**GCC Archaeology:**

I advise that I have checked the proposed development area against the County Historic Environment Record and there is no archaeology known at this location. In addition, I note that the majority of the land has been the subject of widespread previous development which is likely to have truncated or destroyed any archaeology which may once have been present.

While the northern portion of the application site contains an area which does not appear to have been previously constructed upon, this land is adjacent to Gateway 12 Business Park, where investigation has found little of archaeological significance.

For the above reasons it is my view that this development proposal has low potential to have an adverse impact on archaeological remains.

Therefore, I recommend that no archaeological investigation or recording should be required in connection with this scheme.

I have no further observations.

**GCC as LLFA:**

The developer proposes to use a Sustainable Drainage System to manage surface water runoff from the development however with no supporting evidence in the form of modelled rainfall data calculations. It is not possible to determine whether there is adequate space on the site to achieve this objective. The Design and access statement refers to attenuation features allowing gradual release into the soil. In reality there is more likely to be a controlled discharge into the Shorn Brook as infiltration is unlikely to be adequate in an area of blue lias clays without attenuation areas significantly larger than those indicated. While this is only an outline application it is necessary to determine whether the proportion of space provided for water management is adequate as it may affect the space available for the overall housing numbers.

**GCC as LLFA Revised comment:**

The Flood Risk Assessment addresses all the issues raised in my previous letter and I therefore have no objection to this proposal provided it is conditioned to manage the final detailed surface water drainage design as follows:

Condition: No development shall commence on site until a detailed surface water design strategy and timetable of implementation for the surface water drainage strategy as presented in the Land off Davy Way, Quedgeley, Flood Risk Assessment v2.0, 21st August 2018, published by JBA Consulting, has been submitted to and approved in writing by the Local Planning Authority. The detail must demonstrate the technical viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to occupation.





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Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

Condition: No development shall be brought in to occupation until a SuDS management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SuDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding.

### **GCC Minerals & Waste Policy**

All major planning applications (10 or more dwellings, residential sites of 0.5ha or more and other development in excess of 1,000m<sup>2</sup> or over 1ha) should be accompanied by an appropriately detailed Waste Minimisation Statement (WMS).

The production of a WMS is a specific requirement of the development plan for Gloucestershire as set out under WCS Core Policy 02 – Waste Reduction. It is needed to show how waste arising during the demolition (including site preparation), construction and occupation of development will be minimised and managed, and how recycling during the occupational life of the development will be provided for.

Full policy text and supporting information for WCS Core Policy 02 – Waste Reduction can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/gloucestershire-waste-core-strategy/>.

To support applicants preparing planning applications and assist decision makers in their consideration of waste minimisation matters, local guidance has been published – Gloucestershire Supplementary Planning Document: Waste Minimisation in Development Projects (WM-SPD).

The WM-SPD can be obtained online at: - <http://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/waste-minimisation-in-development-projects-spd/>.

Please note that a WMS is not the same as a voluntary Site Waste Management Plan (SWMP), although much of the information required for both is very similar. A significant difference of a WMS is the need to consider waste minimisation commitments, which go beyond the construction phase.



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Where decision makers are satisfied that the waste minimisation matters of a particular proposal have and / or will be sufficiently addressed in accordance with WCS Core Policy 02 – Waste Reduction, the advice of the M&WPA is to attach relevant conditions to any subsequent planning approval that may materialise. Examples of conditions for outline, full and reserved matters applications can be found in Appendix F of the WM-SPD.

Not engaging or providing insufficient information in respect of waste minimisation matters could put at risk the acceptability of proposed development. The failure to address waste minimisation may be a reasonable ground for a decision maker to refuse planning permission.

#### **GCC Economic Growth & Strategic Planning** Revised comments:

**SUMMARY:** S106 Developer Contributions - for S.18/1947/OUT Land At Quadrant Distribution Centre, Quadrant Way  
Pre-school Pupil Yield 48.00 £724,368.00  
Primary Pupil Yield 65.60 £989,969.60  
Secondary Pupil Yield 49.60 £1,028,691.20

**Early Years:** The site is very close to two planning areas, GCC has therefore looked at the data for both areas, the combined summary of the current EY population and places available are below. You will find more detail on the EY tab of the attached spreadsheet (first attachment here). Please note GCC has included the out of school/holiday club places as this is part of the collected data, but a significant proportion of these will not be registered to take 0-4 year olds. You can see from the data the relevant population is significantly higher than the current number of places available.

**EY Summary of combined Primary Planning Area Data**  
Combined number 0 - 4 year olds: 2042  
Combined number of childminder & day care places: 911  
Total number of childcare and Out of School places combined 1572

GCC would require a full EY contribution naming both Quedgeley South East and Quedgeley Primary Planning Areas to extend the EY offer in the area to address any shortfalls and meet parental requirements. GCC has a statutory duty to ensure there are sufficient early years places in an area, it is very likely that families will require and seek their entitlement to 30 hours of free childcare close to home. Alternatively, GCC would be willing to consider a proposal for the developer to provide an appropriately sized facility in the area as part of the S106 agreement, completed to the standard required for OFSTED registration and delivery of EY places.



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Also again as stated in the consultation response: -

**Primary:** The nearest primary school was built as 2FE to meet the needs of phase 1 of the Hunts Grove development, the site cannot be expanded. A further 1 FE is forecast to be required for phase 2. We will therefore request a full primary contribution towards the provision of the additional places generated by this development. The two local primary planning areas are named as further study will be required to determine the most suitable location.

**Secondary:** The catchment secondary school is full, forecast to remain full and cannot be expanded further. GCC will require a full secondary contribution for the Gloucester Secondary Planning Area.

**Libraries:** As stated in the consultation response the nearest library to S.18/1947/OUT, Land at Quadrant Distribution Centre, Quadrant Way, Hardwicke is Quedgeley library. The contribution would be used to extend public access to services through improvements to the building, stock, IT and digital technology. The library contribution that is required for this proposed development S.18/1947/OUT, Land at Quadrant Distribution Centre, Quadrant Way, Hardwicke is £31,360.

### **GCC Economic Growth & Strategic Planning** Revised comments:

In November 2019 GCC updated its calculation of the numbers of pupils generated by new housing developments, following a population forecasting study of new dwellings built in Gloucestershire, which was published on our website at <https://www.gloucestershire.gov.uk/media/2100485/gloucestershire-new-build-ppr-reportfinal.pdf>. It has recently come to our attention that the research on Post 16 school places was based upon three year groups of children, including 19 year olds, rather than two year groups of 16-18 year olds. This means that the calculator of 11 additional Post 16 pupils per 100 qualifying dwellings shown in Table 11 of the report should be reduced to 7 additional Post 16 pupils per 100 qualifying dwellings. I would like to clarify that there are no concerns with the methodology used by our consultants in the calculation of these figures, this was due to an oversight in GCC's specification of the survey questionnaire which should have clearly set out two year groups.

We apologise for this error and we are taking the earliest opportunity to correct all requests for contributions towards Post 16 places that have been made between November 2019 and September 2020. We confirm that this error related only to the calculation of Post 16 places, and that calculations for the number of primary school and secondary school 11-16 year old places remain unchanged.

We responded to a planning application consultation for Quadrant Way Hardwick (Reference S.18/1947/OUT) and requested a S106 financial contribution towards the provision of additional school places for Post 16 pupils. This application for 160 qualifying dwellings was calculated to generate a requirement for 17.6 additional Post 16 places and we requested a contribution of £405,011.20.



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Consequently, we now calculate that this application for 160 qualifying dwellings is forecast to generate a requirement for 11.2 additional Post 16 places and a reduced contribution of £257,734.40 towards providing them.

#### **SDC Environmental Health:**

I would make the following recommendations in respect of this application: -

1. 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.

2. The proposed residential units shall be designed to meet the following indoor ambient noise levels contained in British Standard 8233:2014 (or later versions) which currently require: - Living Rooms and Bedrooms 35 dB LAeq,16hour between 07:00 and 23:00 Dining Rooms 40 dB LAeq,16hour between 07:00 and 23:00 Bedrooms 30 dB LAeq,8hour between 23:00 and 07:00 In external amenity spaces, levels should not exceed 55 dB LAeq,16hour between 07:00 and 23:00.

3. Prior to commencement of the development, the applicant shall submit to the LPA for approval a detailed scheme specifying the mitigation measures to be provided as proposed within section 5 (page 16) of the submitted ITP Energised Noise Impact Assessment V2.

4. Prior to occupation of the residential units, a pre-occupation validation noise survey shall be conducted in order to demonstrate compliance with the requirements set out in condition 2 above and a consequent report by a competent acoustic assessor should be submitted to the Local Planning Authority to demonstrate that the standards required under BS 8233:2014 have been achieved.

5. Prior to commencement of the development, a Dust Management Plan covering the preparation and construction phase of the development [in line with the recommendations set out in section 6 of the Royal Haskoning DHV Air Quality Assessment (Ref: PB8217I&BRP1806200925, dated 27/06/18). shall be submitted to the LPA for approval.

#### **SDC Water Resources Engineer:**

As this is a major development site (10 or more properties or over 1 hectare) it is being dealt with by the County Council and any comments will come from their Flood Defence Team.

**SDC Water Resources Engineer:** Revised comment: No observations.



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### **SDC Senior Contaminated Land Officer:**

I have read the submitted Phase 1 report and concur that a full site investigation is required. As such, please attach the full contaminated land condition to any permission granted.

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

1. A Phase I site investigation 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase II intrusive investigation report, 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, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until: -

4. Any previously unidentified contamination encountered during the works has been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. 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. For further details, as to how to comply with this condition, please contact Katie Larner, Senior Contaminated Land Officer – tel: (01453) 754469.

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.



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#### **SDC Biodiversity Officer: Final comments**

##### Habitats Regulation Assessment:

This site falls in close proximity to the Cotswold Beechwoods Special Area of Conservation (also referred to as a Natura 2000 site) and as such is classed as a European Protected Site, which are afforded protection under the Conservation of Habitats and Species Regulations 2017 (as amended). The site is also notified at National level as The Cotswold Common and Beechwoods Site of Special Scientific Interest (SSSI). After carrying out a preliminary screening regarding this application SDC as the competent authority have determined, that there is potential that without appropriate mitigation the proposed new dwellings could result in negative effects to the European site through increased recreational pressure. Therefore, SDC as the competent authority has undertaken an Appropriate Assessment and has identified additional mitigation measures considered necessary to address the uncertainty of the proposal. As a result, a homeowner information pack (HIP) will need to be created for the new homeowners. This will need to be submitted to and agreed in writing by the Local Planning Authority, it will need to detail the ecological importance of the Cotswold Beechwoods, appropriate code of practice for using the woodlands and alternative local recreational sites.

##### Safeguarding Protected and Priority Species:

The results from the eDNA samples taken from the ponds confirmed the absence of great crested newts (GCN's) therefore, no further consideration for this species is required. However, the reptile survey did conclude that a small population of slow-worms and common lizards are present on site. To prevent deliberate harm to reptiles, a Reptile Species Protection Plan has been included within the report which outlines appropriate mitigation and compensation that needs to be adhered to and as such, the Biodiversity Team have recommended a compliance condition. Although mitigation is not required for GCNs the proposed reptile mitigation and enhancement features will improve the quality of the habitat for GCNs which should encourage GCNs to colonise the compensatory SUDs ponds. An Ecological Design Strategy and Landscape and Ecological Management Plan has been recommended to ensure that the site is ecologically enhanced by planting native and fruiting species which will support a diverse assemblage of insects which are valuable prey resources for both nesting birds, reptiles and bats. In addition, incorporating both bat and bird boxes will help to further connect this site to the wider ecological network including the Hunts Grove development. Specific emphasis has been placed on the reptile receptor area, the Biodiversity Team are keen to ensure this compensatory feature is fully functional and sustainable. The site has potential to support an array of species such as badgers, nesting birds, bats, reptiles, GCNs, otters and so forth and as result, the Biodiversity Team have recommended a Construction Ecological Management Plan to ensure that these protected and notable species are safeguarded from the development. In addition, the majority of these species are highly sensitive to artificial lighting subsequently, the Biodiversity Team recommend no lighting or a low level lighting scheme should be implemented during and after construction to avoid indirect disturbance to bats and other nocturnal animal species that may exploit local habitats.



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Acceptable subject to the following conditions: Habitats Regulation Assessment: This site is approximately 6 km from the Cotswold Beechwoods SAC, Stroud District Council as the competent authority has to make a decision as to whether they feel that the proposed new dwellings will result in any likely significant effects to the integrity of the site or any of its qualifying features. It is recognised that mountain biking and dog walking are the activities that are considered most damaging to the habitat and qualifying features for which the woodland habitat is designated.

Due to the close proximity of the development to the European protected site it is highly likely the new residents will use the Cotswold Beechwoods for recreational purposes and may result in some indirect impacts to the qualifying features of the designated site. It is therefore recommended that prior to occupation, information is provided that details how this impact will be mitigated in the form of a homeowner information pack (HIP), explaining the importance of the SAC, code of practice for using the woodlands and alternative recreational opportunities in the local area.

### REASON:

The above homeowner information pack will ensure that the development does not significantly affect the Cotswold Beechwoods Special Area of Conservation, this enables SDC as the competent authority to discharge its statutory duty in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). Safeguarding Protected and Priority Species:

All works shall be carried out in full accordance with the recommendations contained in the Great Crested Newt and Reptile Survey Report, ITP Energised, dated September 2020 already submitted with the planning application and agreed in principle with the local planning authority prior to determination. Prior to occupation of the development written confirmation by a suitably qualified/experienced ecologist shall be submitted to and approved in writing by the local planning authority confirming that the recommendations made within the submitted report have been implemented in accordance with the report.

### REASON:

To protect and enhance the site for biodiversity in accordance with paragraph 174 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.

Prior to the commencement of works, an ecological design strategy (EDS) shall be submitted to, and be approved in writing by, the local planning authority addressing how the site will be ecologically enhanced and maintained. The EDS shall include the following: a) Details of planting, such as hedgerows, wildflower planting and establishment. b) Type and source of materials to be used where appropriate, e.g. native species of local provenance. c) Time table for implementation demonstrating that works are aligned with the proposed phasing of development. d) Details of bird and bat boxes, and hedgehog friendly fencing. e) Details of initial aftercare and long-term maintenance and persons responsible for the maintenance. The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.



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#### **REASON:**

To protect and enhance the site for biodiversity in accordance with paragraph 175 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.

A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by the local planning authority prior to the commencement of the hereby permitted development. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management including those in relation to the reptile receptor areas. d) Appropriate management options for achieving aims and objectives including appropriate enhancement measures. e) Prescriptions for management actions. f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period). g) Details of the body or organization responsible for implementation of the plan. h) Ongoing monitoring and remedial measures. i) The LEMP shall also identify the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

#### **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.

No works shall take place (including demolition, ground works, vegetation clearance) until a construction ecological management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not limited to the following: a) Risk assessment of potentially damaging construction activities b) Identification of "biodiversity protection zones" c) Details of deep excavations to be infilled or ramped access provided to prevent pitfall danger to mammals. d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) e) The locations and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour after sunset) f) The timing during construction when ecological or environmental specialists need to be present on site to oversee works g) Responsible persons and lines of communication h) Safeguarding measures to prevent pollution entering the Shorn Brook including details of equipment, materials and waste storage i) The role and responsibilities on site of an ecological clerk of works (ECoW) or similar person, including prior to commencement checks for nesting birds. j) Use of protective fences, exclusion barriers and warning signs to ensure protection of badgers and otters. k)





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Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

### REASON:

Insufficient information has been submitted to adequately demonstrate biodiversity is safeguarded as required by The Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006.

Prior to the installation of external lighting for the development hereby approved, a lighting design strategy for biodiversity shall be submitted to and approved by the Local Planning Authority. The strategy will: a) identify the areas/features on site that are particularly sensitive for foraging bats; b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their commuter route. All external lighting shall be installed only in accordance with the specifications and locations set out in the strategy.

### REASON:

To maintain dark corridors for nocturnal wildlife in accordance with Local Plan Policy ES6.

### Public:

4 Support comment received:

This land has been for sale for many years, with no takers for industrial use. If used for industrial it is likely to be yet more warehouses which the surrounding area has a surplus of. These only provide low paid work often on short term contracts, and are not the type of employment the area needs. Would rather see this land used for housing rather than be continued to be left empty.

Proposed path connects with private drive in to Shorn Brook Close should be moved to the existing public footpath.

Please insist the builders provide something for the community.

2 Objection received:

Large number of houses at Hunts Grove are already being built. Are more needed?

This space would be much better utilised as a large gym/leisure centre or secondary school as there are none of these facilities south of the city to cater for the ever growing Quedgeley/ Hardwicke/ Kingsway areas. This would be more in keeping within the setting of the industrial area where this land is situated.

Highway impact of additional traffic on surrounding network.

A contribution towards the management company and facilities at Hunts Grove to maintain the protected open spaces and facilities in the area is required.



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#### 1 Neutral comment

Ecology – otter present in the area and otter mitigation should be considered.

Noise from existing adjacent commercial buildings needs to be addressed or it will have significant impact on the new residents wellbeing.

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

National Planning Policy Framework 2.2.

Available to view at:

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

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](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.

CP11 – New employment development.

CP13 – Demand management and sustainable travel measures.

CP14 – High quality sustainable development.

CP15 – A quality living and working countryside.

SA4 – Site allocation Hunts Grove extension.

EI1 – Key employment sites.

EI12 – Promoting transport choice and accessibility.

EI13 – Protecting and extending our cycle routes.

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.

ES12 – Better design of places.

ES14 – Provision of semi-natural and natural green space with new residential development.

ES15 – Provision of outdoor play space.

ES16 – Public art contribution.



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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)

Following an independent Examination and Referendum, Stroud District Council adopted the Hardwicke Neighbourhood Plan on 19th October 2017. The Hardwicke Neighbourhood Plan now forms part of the Development Plan for this part of the District.

Hardwicke NDP policies considered for this application include:

- Policy GEN1 – Settlement Boundary
- Policy GEN3 – High Quality Inclusive Design
- Policy HOU2 – Providing well-designed Homes
- Policy HOU3 – Dwelling Mix
- Policy ENV1 – Environmental Assets
- Policy MTC3 – Health and Wellbeing
- Policy ENV2 – Landscape
- Policy ENV3 – Wildlife
- Policy CT1 – Parking
- Policy EC2 – Existing Employment

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 full weight should be given to its contents, 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.

The housing requirement set out in the Local Plan is for the delivery of at least 11,400 new homes during the Plan period (2006-2031). Current monitoring data identifies a predicted supply in excess of 12,200 homes, with a mix of greenfield and brownfield land allocations and commitments and windfalls which will provide additional headroom. The Council can also demonstrate currently demonstrate more than a 5 year supply of housing.

The Council can therefore demonstrate that the Local Plan will meet all housing supply requirements and therefore that policies in the Local Plan are up-to-date.

The site forms part of the Hunts Grove/Quadrant Distribution Centre key employment area (EK13) which is identified and protected for B class commercial uses and where change of use away from employment uses would be contrary to policy.

The employment land requirement set out in the Local Plan is for the delivery of 58 hectares of additional employment land by 2031. The latest employment land monitoring (as of 31st



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March 2020) indicates that whilst the net additional employment land supply is currently 63 ha. This is only a small surplus and does not take account of potential losses due to unimplemented permissions. It is therefore acknowledged that it is important to retain key employment land in B class uses to meet the Local Plan requirements.

The site also has the potential to contribute to the delivery of the overall Local Plan strategy for Hunts Grove and the Gloucester fringe by providing for local jobs within the wider employment hub at Hardwicke which would be in close proximity to new housing in other sites and allocations.

However, the Local Plan does recognise that viability considerations are important and are material considerations that could justify a departure from the development plan.

The application places great weight on demonstrating that the site is unviable for employment uses and that the site has been extensively marketed without serious interest due to the costs involved. Pre-application discussions have taken place on this proposal including regarding the applicants' viability concerns.

As outlined, the viability of the site as an employment use is a material consideration and the initial approaches required specialist input from the District Valuer (the DV) which is part of the Valuation Office at HMRC to assess the costs and figures.

The DV concluded that the enabling costs are equal to or exceed the values that it believes could be achieved and confirms that viability is a major issue. Therefore, development of the site for commercial development would show a negative land value which would not be viable or deliverable. With the economic climate the DV did not believe this would change in the short to medium term. It is not evident that the current economic climate given the impact of the pandemic has significantly altered since this assessment.

At the time of submission, the NPPF (2012) include paragraph 22 which specifically provide guidance that Local Planning Authorities should avoid "long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose". This was removed from the current NPPF, however, it still promotes an effective use of land which makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 120 of the NPPF states that 'Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan ... applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.'

It should also be noted that the site was also allocated for employment use in the previous local plan 2003/2005 (ref: EK34) and this part of the site has not come forward.

Significant investment has already taken place in the wider site with the demolition of the original M.O.D. storage buildings including site clearance and remediation, provision of the main utility services and the road being provided. A phased approach has also already taken place with other areas of the site being development for commercial and employment uses.



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The Applicant has also been open and transparent with the financial details even sharing the commercial sensitive viability figures with the Parish Council.

The applicant has been marketing the site since they acquired it and are an established commercial property company. The agent outlines that this has been since at least 2000 and whilst inquiries have been made with some progressing, none have come to full fruition. A query has been raised about the marketing from a local agent but no evidence has been provided to demonstrate that interest in the site has not be fully investigated.

The adjacent Hunts Grove employment land which has recently been developed is noted but a direct comparison is not possible given the additional constraints of the site.

Given the viability issues and the lack of interest there appears to be little prospect of this land coming forward as employment use. A potential residential scheme would make use of this brownfield land rather than undermining the need for and deliverability of employment land in the wider area which can be still be addressed by other nearby sites.

With the DV assessment Officers considered that the site is not viable as employment site and therefore consider the principle of a departure from the protected employment land within the Local Plan is justified.

### **DESIGN AND APPEARANCE**

Only indicative details have been submitted to show a representation of the likely design and appearance of the scheme. These show a landscaped bund towards the nearby commercial developments with the parameter plans showing the density and heights. These reduce away from the commercial development to reflect the character and transition towards the adjacent housing area of Hunts Grove. A maximum height of up to 3 storey reducing to 2 is proposed and is considered acceptable.

The indicative landscaping show planting and open space to provide a buffer and a softening of the boundary with the adjacent commercial areas. The edge of the Shorn Brook corridor to the south of the site could is also enhanced. The agent has provided an illustrative masterplan set within the masterplan of the wider Hunts Grove development to demonstrate how the scheme connections and relates to the surrounding area. Given the location being surrounding by development is considered the proposal will not have an adverse landscape impact.

Local Plan Policies CP7 and CP8 as well NDP Policy HOU3 seek developments to demonstrate that they will met the identified long term need and take account of the District's housing needs. The indicative details submitted including the viability figures outline a mix of housing sizes with 53 two-bed, 83 three-bed, 6 four-bed, 6 five-bed houses & 12 flats. The Strategic Housing Market Assessment outlines the greatest need is for smaller dwellings with the indicative figures addressing this with a majority of 2 and 3 bed dwellings. As the scheme is only outline with all matters expect access being reserved, a condition is recommended to allow the housing mix to be considered as part of the reserved matters stage.



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#### **RESIDENTIAL AMENITY AND NOISE**

The site is located adjacent to commercial development with the existing commercial buildings of the Quadrant Distribution Centre to the West and Gateway 12 Business Park on Davy Way to the North and Northwest. The site also adjoins resident properties within an early phase of Hunts Grove who amenities also need to be protected.

In line with NPPF we are looking to avoid noise having an adverse impact on the on health and quality of life of local residents. However, it is recognised that existing businesses may create some noise and their operations should not have unreasonable restrictions place on them due to subsequent changes in nearby land use. To address concern about the potential of noise from the existing commercial development might have an adverse impact on potential new residents in the proposed houses a noise impact assessment has been submitted as part of the application.

This included baseline noise survey, modelling of future road traffic and industrial noise and evaluation in the context of appropriate guidance. The report concluded that the existing noise environment was dominated by road traffic from the wider road network, with the A38 dual carriageway to the west noted to be the most prominent noise source. Measurements of commercial/industrial activities were also undertaken to understand characteristic of the noise generated.

The assessment has considered the impact of the baseline noise on residents both their garden and inside the proposed dwellings with the proposed 5m high bund along the northern, eastern and western site boundaries. Whilst the full detailed design of this feature and other mitigation elements is not yet know the noise assessment has assumed worst-case situation and outlines that greater noise attenuation is likely than that achieved in the modelling.

The Environmental Protection Manager is satisfied with the submitted report and assessment. The noise levels can be controlled via condition with full details of the noise mitigation measures needing to be submitted and approved.

The potential impact on existing nearby residential is considered to be acceptable given the allocation for an employment use. The reserved matters application would address the detailed consideration including overlooking and overbearing. It is not considered the scheme would cause significant harm to the residential amenities currently enjoyed by local residents.

#### **HIGHWAYS**

The application site is located to the East of Davy Way. The B4008 Bristol Road (and A38) is located to the south west, although beyond the Quadrant Distribution Centre, Davy Way only operates one-way in this direction. Vehicles arriving would need to access via Waterwells Drive from the North which operates two-way.



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Whilst this application is in outline access has been submitted for consideration. Vehicular access is provided via the existing mini roundabout on Davy Way.

The Transport Assessment and Travel plan have been submitted with the application. Following discussions revised details including highway modelling has been carried out and updated travel plan submitted.

Highways England have considered the trip generation and the likely distribution on the highway network. Concerns were raised that without any improvements to M5 J12 and the Cross Keys roundabout the additional vehicle movements would add to existing mainline queues on the M5 resulting in significant congestion and unacceptable highway safety impacts.

Using the submitted information and the highway modelling confirmed this but outlined that with the committed development and improvement schemes already identified the queuing wouldn't extend beyond M5 off-slips and the scheme was considered acceptable.

Conditions were recommended by Highways England to require the mitigation to be in place before the proposed dwellings are occupied. As the improvements to the M5 J12 and the Cross Keys roundabout have already taken place and are open to traffic the need for these conditions drops away. The travel plan will also have a mitigating impact reducing the number of vehicle movements and will be monitored by GCC. It is therefore considered that the scheme will not have a severe impact on highway safety of the Strategic Road Network.

GCC Highway final formal comments have not yet been received. However, they have been involved in discussions to date and their concerns have been addressed by the applicant's highway consultant with the highway officer confirming the stronger Travel Plan targets and trip generation information has been covered by the revised information.

No tracking details have been provided for the access, however, County Highway appear satisfied that as this is an existing access arm built to the dimensions of the existing arms north and west on Davy Way serving the existing industrial units it is considered sufficient for residential access and servicing.

The internal accesses and layout matters will be dealt with at the reserved matters stage.

Standard highway conditions have been recommended but maybe updated dependant on GCC Highways formal response. The travel plan will be implemented by the development but will monitored by GCC with a monitoring contribution from the applicant being provided via a S106.

To provide connectivity to the adjacent and wider area a link into the existing Hunts Grove path and cycleway has been discussed. Whilst the parameter plans show several possible connections not all are practical given the land use, woodland and SUDS ponds. It is therefore considered the primary connection should be with the existing cycleway. This should be addressed at reserved matters stage and required via condition.



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**CONTAMINATED LAND**

The site is currently vacant with the demolition of the former RAF structures. The site has also been covered by an unknown thickness of imported material which has raised the site. With the brownfield nature and previous MOD storage use there is the potential for contamination. Site investigation works and a contaminated land assessment have therefore been carried out. These identified small infilled waste pits, one pit for example was filled with glass bulbs and what appeared to be 'radio valves', another was filled with brick rubble and fragments of cement/ asbestos sheet. A diesel spill was also identified on the west of the site. Soil chemical testing results from 2004 indicate elevated and fairly widespread concentrations of polycyclic aromatic hydrocarbons (PAHs) in shallow soils.

Whilst this is only considered to be a medium level of risk further investigation and remediation is required to make the site acceptable for the proposed residential use.

Our Senior Contaminated Land Officer concurs that a full site investigation and remediation strategy is required. A full contaminated land condition is therefore proposed.

**PUBLIC OPEN SPACE**

As an outline application the details of the open space have not been provided. The drainage and bund provide a landscape and ecological feature around the site but further formal recreation areas will be required as part of the scheme and can be address at the reserved matters stage.

**AFFORDABLE HOUSING**

As addressed above there are significant viability pressures on the development of the site due to the abnormal costs, land remediation and development costs.

The applicant's detailed viability figures have been submitted and Officers have sought input from our Housing Strategy and Community Infrastructure Manager who leads on affordable housing development programme and also had the viability appraisal independently tested by the District Valuer. Following these assessments and further discussions with the agent the affordable housing offer has been increased from 0 to 39 affordable units which is approximately 25%.

The District Valuer reviewed the details of this amended offer from the applicant and advises that it would be viable and should be given consideration.

Officers consider that this affordable housing offer whilst slightly below policy compliance is a significant increase on the original proposal and given the constraints and viability concerns, consider it to be acceptable.

The details, layout etc would be addressed via the reserved matters applications with the provision and tenure mix being secured via a Section 106 legal agreement.





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### ECOLOGY

Whilst the site is currently a vacancy brownfield site and provided limited onsite habitat there are a number of mature trees on the site. These could be integrated into the layout and would be addressed at detailed layout and landscaping design stage. The adjacent woodland and ponds are also noted and addressed by the submitted details. The illustrative layout has potential to link with these and further enhancement are address below.

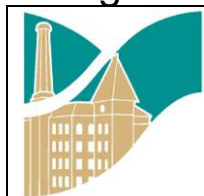
The submitted information demonstrates that Great Crested Newts (GCN's) were not present, however, the reptile survey did conclude that a small population of slow-worms and common lizards were present on site. To prevent deliberate harm to reptiles, a Reptile Species Protection Plan has been included within the report which outlines appropriate mitigation and compensation that needs to be adhered to.

Although mitigation is not required directly for GCNs the proposed reptile mitigation and enhancement features will improve the quality of the habitat for GCNs which should encourage them to colonise the compensatory SUDs ponds. An Ecological Design Strategy and Landscape and Ecological Management Plan has been recommended to ensure that the site is ecologically enhanced by planting native and fruiting species which will support a diverse assemblage of insects which are valuable prey resources for both nesting birds, reptiles and bats. In addition, incorporating both bat and bird boxes will help to further connect this site to the wider ecological network including the Hunts Grove development.

The site has potential to support an array of species such as badgers, nesting birds, bats, reptiles, GCNs, otters and so forth and as result, the Biodiversity Team have recommended a Construction Ecological Management Plan to ensure that these protected and notable species are safeguarded from the development. In addition, the majority of these species are highly sensitive to artificial lighting. Conditions to control this during the construction phase and afterwards to avoid indirect disturbance to bats and other nocturnal animal species that may exploit local habitats have been proposed.

This site is approximately 6km from the Cotswold Beechwoods SAC, Stroud District Council as the competent authority has to make a decision as to whether they feel that the proposed new dwellings will result in any likely significant effects to the integrity of this European Protected Site or any of its qualifying features. It is recognised that mountain biking and dog walking are the activities that are considered most damaging to the habitat and qualifying features for which the woodland habitat is designated.

Work with our neighbouring authorities is ongoing regarding a shared mitigation strategy, however, as the competent authority for this application our Appropriate Assessment has identified mitigation measures considered necessary to address the impacts of this proposal. Therefore, to mitigate the recreational pressure a homeowner information pack has been proposed. This should explain the importance of the SAC, code of practice for using the woodlands and alternative recreational opportunities in the local area. The details of which can be controlled via condition. Natural England are satisfied with this approach.



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#### **FLOOD RISK**

The site is located within Flood Zone 1 and is at low risk of flooding. However, the local concern regarding the drainage situation in Hunts Grove and along the nearby Shorn Brook is appreciated.

The FRA submitted with the application outlines a surface water drainage system (SUDS) that provide attenuation in surface ponds with a controlled outlet into the Shorn Brook. The illustrative details show that there is potential for this to be accommodated within the site. GCC as the Local Lead Flood Authority is satisfied with the submitted details. The detailed design and the ongoing management and maintenance can be controlled via conditions.

A small pumping station for the foul water may be required. The details can be controlled via conditions.

#### **ARCHAEOLOGY & HERITAGE ASSETS**

The County Archaeologist has checked the proposed development area against the County Historic Environment Record and there is no archaeology known at this location. In addition, the majority of the land has been the subject of widespread previous development being part of the former RAF site and therefore any archaeological remains are likely to have truncated or destroyed.

While the northern portion of the application site contains an area which does not appear to have been previously constructed upon, this land is adjacent to Gateway 12 Business Park, where investigation has found little of archaeological significance.

For the above reasons the county archaeologist considers that this development proposal has low potential to have an adverse impact on archaeological remains. Therefore, no archaeological investigation or recording should be required in connection with this scheme.

The site is located some distance from any nearby Listed buildings and with the adjacent development the proposal does not cause harm to the setting or character of any nearby heritage assets.

#### **OBLIGATIONS**

As outlined above GCC have sought an education £2,595,752 and libraries £31,360 contributions from the proposed development.

The viability of the scheme has been tested with the submitted appraisal being reviewed by the District Valuer. Having challenged some of the assumptions in the applicant appraisals and following further negotiations the affordable housing offer was raised to approximately 25%. This is less than the policy requirement but was the maximum the scheme could provide and remain viable. Given the abnormal costs of the scheme the viability can't therefore support the significantly large figure requested by GCC.



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Whilst the request from GCC is understood and education infrastructure is an important part of place-making and a material planning consideration, Officers consider that whilst Government guidance promotes the use of the planning process (via CIL/s106) to secure funding, these are not the only funding streams available to GCC as the Local Education Authority. It is also noted GCC reservations and that there have been limited requests made for CIL funding for education.

Furthermore, the scheme makes an affordable housing contribution which is an important core objective of the Council and therefore is given significant weight in the consideration of the planning balance.

The scheme seeks to provide a Travel Plan monitoring contribution to GCC via a S106 (£1000 per yr or lump sum £10,000). Discussions have taken place with the CIL team and whilst a formal confirmation cannot yet be given regarding a CIL exceptional circumstances relief claim, given the viability have already been tested and the scheme seeks to provide affordable housing an undertaking to offset the highway Travel Plan monitoring has been offered.

### **PLANNING BALANCE AND RECOMMENDATION**

The proposed residential use of this site is a departure from its current allocation as a protected key employment site within the local plan. However, it is a vacant brownfield site which is unlikely to be brought forward and it is considered it would not be undermining other nearby sites meeting the need and deliverability of employment land in this part of the district.

An employment use has been sought on the site in at least 2 Local plans, which covers a significant period of time. The site has been marketed and a phased approach to the wider site taken which has seen other parts come forward as commercial development. However, having tested the applicant's viability figures the DV agrees that with the abnormal costs, the site is not viable as an employment use and therefore there is no reasonable prospect of it coming forward.

A residential use has therefore been proposed. This is an outline scheme so the detailed designs are reserved but the proposed landscaping and bund provide a buffer to the adjacent commercial development to protect both the amenities of the new residents and the existing commercial activities. A cycle/pedestrian link towards Hunts Grove can be provided and the ecological and drainage implications have been adequately addressed.

The viability of the scheme is still constrained but the higher residential land does allow the scheme to provide 25% affordable housing which is a significant positive. The request from County Council as Education Authority is also appreciated but the viability of the scheme cannot support it.

Whilst it is unfortunate that an employment use could not be found and this departure from the key employment site is proposed, the lack of interest willing to progress the site and the viability are materials considerations.



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Therefore, a **resolution to permit** outline planning permission subject to the conditions (including any highway conditions updated in late pages) and completion of a S106 legal agreement(s) 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.

<p><b>Subject to the following conditions:</b></p>	<p>1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.</p> <p>2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.</p> <p>Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.</p> <p>3. Before any development is commenced, approval shall be obtained from the Local Planning Authority in writing of the details of the appearance, landscaping, layout and scale; (hereinafter called "the reserved matters").</p> <p>Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.</p> <p>4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:                      17050(P)001A Site Location Plan                      17050 (P) 303B Proposed Access &amp; movement parameters                      17050 (P) 304B Proposed development parameter plan                      17050 (P) 305B Proposed density parameter plan                      17050 (P) 306B Proposed heights parameter plan                      Design &amp; Access Statement dated July 2018                      All received on the 07 September 2018.</p>
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Reason:

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

5. Notwithstanding the illustrative layout and details submitted with this application, the reserved matters required by condition 3 above shall include a schedule of the mix of type and size of market dwellings proposed within the development that aligns with and reflects the relevant figures and requirements of the Strategic Housing Market Assessment for the area.

Reason:

To ensure that the housing mix of the proposed scheme has taken into account the identified District's housing needs in accordance with Policies CP7 and CP8 of the Stroud District Local Plan, adopted 2015.

6. No above ground work shall start on the construction of dwellings hereby approved until samples of the facing and roofing materials have been submitted to and approved by the Local Planning Authority. The submission of material samples shall include a series of sample panels constructed on site, composed of the major facing materials. The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick facing materials, as well as any joints or joint details for any cladding panels and render. All works shall be carried out in accordance with the approved details.

Reason:

To ensure a positive and well planned appearance to the development in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

7. The details to be submitted for the approval of reserved matters shall include details of the proposed finished ground levels (include the bund and any other landscape features), the proposed finished floor levels, ridge and eaves heights of the dwellings hereby approved. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of surrounding property. The development shall be carried out as approved.

Reason:

To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land. To ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance



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of the development, any trees or hedgerows and the amenities of neighbouring properties in accordance with Policies CP8, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

8. The details to be submitted for the approval of reserved matters shall include a detailed scheme specifying the noise mitigation measures to be provided as proposed within section 5 (page 16) of the submitted ITP Energised Noise Impact Assessment V2. The proposed residential units shall be designed to meet at least the following indoor ambient noise levels contained in British Standard 8233:2014 (or later versions) which currently require; Living Rooms and Bedrooms 35 dB LAeq,16hour between 07:00 and 23:00 Dining Rooms 40 dB LAeq,16hour between 07:00 and 23:00 Bedrooms 30 dB LAeq,8hour between 23:00 and 07:00 In external amenity spaces, levels should not exceed 55 dB LAeq,16hour between 07:00 and 23:00.

Reason:

To protect residential amenity in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

9. Prior to first occupation of any of the dwellings hereby permitted, a pre-occupation validation noise survey shall be conducted in order to demonstrate compliance with the requirements set out in the above condition and a consequent report by a competent acoustic assessor which demonstrates that the standards required under BS 8233:2014 have been achieved shall be submitted to and approved by the Local Planning Authority.

Reason:

To protect residential amenity in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

10. Prior to commencement of the development, a Dust Management Plan covering the preparation and construction phase of the development, in line with the recommendations set out in section 6 of the Royal Haskoning DHV Air Quality Assessment (Ref: PB82171&BRP1806200925), dated 27/06/18 shall be submitted to and approved by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

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.



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

1. A Phase I site investigation 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, 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 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase II intrusive investigation report, 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, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:-

4. Any previously unidentified contamination encountered during the works has been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. 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. For further details as to how to comply with this condition, please contact Katie Larner, Senior Contaminated Land Officer – tel: (01453) 754469.

Reason:



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To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.

12. No development shall commence on site until a detailed surface water design strategy and timetable of implementation for the surface water drainage strategy as presented in the Land off Davy Way, Quedgeley, Flood Risk Assessment v2.0, 21st August 2018, published by JBA Consulting, has been submitted to and approved in writing by the Local Planning Authority. The detail must demonstrate the technical viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first brought into occupation.

Reason:

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

13. No development shall be brought in to occupation until a SuDS management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason:

To ensure the continued operation and maintenance of drainage features serving the site and avoid the risk of flooding or pollution problems in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

14. Prior to the commencement of the development details of the proposed foul water drainage arrangements shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the





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development.

Reason:

In order to ensure that satisfactory drainage arrangements are provided in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

15. The reserved matters referred to in condition 3 above shall include details of the siting, design, external appearance, landscaping, means of access, facilities, equipment and a programme for the maintenance for all formal and informal recreation areas. These areas shall then be provided in strict accordance with the approved details.

Reason:

To secure the appropriate provision and maintenance of attractive and usable public open space associated with the development in accordance with Policies CP7, CP8, CP14, ES12 and ES15 of the adopted Stroud District Local Plan, November 2015.

16. All hard and soft landscape works shall be completed in full accordance with the approved scheme, within the first planting season following the first occupation of the development hereby approved, or in accordance with a programme submitted to and approved by the Local Planning Authority. 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, unless the Local Planning Authority gives written consent to any variation.

Reason:

In the interests of the visual amenities of the area and in accordance with Policies CP8, CP14 and ES7 of the adopted Stroud District Local Plan, November 2015.

17. No above ground development shall take place until there has been submitted to and approved by the Local Planning Authority a plan showing full details, including elevations, of the type of boundary treatment to be erected. The boundary treatment surrounding each dwelling hereby permitted shall be completed before occupation of that dwelling. Development shall be carried out in accordance with the approved details.

Reason:

In the interests of visual amenity and to ensure dwellings have satisfactory privacy in accordance with Policy CP14 of the adopted



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Stroud District Local Plan, November 2015.

18. Prior to the first occupation of the dwellings hereby permitted, details of measures to mitigate any adverse impacts on the Cotswolds Beechwoods SAC shall be submitted to and approved by the Local Planning Authority. These details shall demonstrate how the new residential occupiers will be made aware of alternative recreational areas to lessen impact on the Cotswolds Beechwoods SAC. This shall include a homeowner information pack (HIP), explaining the importance of the SAC, code of practice for using the woodlands and alternative recreational opportunities in the local area. The development shall be implemented in accordance with the approved details.

Reason:

The above mitigation and homeowner information pack will ensure that the recreational purposes created by the development does not significantly affect the nearby Cotswold Beechwoods Special Area of Conservation, this enables SDC as the competent authority to discharge its statutory duty in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

19. All works shall be carried out in full accordance with the recommendations contained in the Great Crested Newt and Reptile Survey Report, ITP Energised, dated September 2020 and agreed in principle with the local planning authority prior to determination. Prior to occupation of the development written confirmation by a suitably qualified/experienced ecologist shall be submitted to and approved by the local planning authority confirming that the recommendations made within the submitted report have been implemented in accordance with the approved details.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 174 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.

20. Prior to the commencement of works, an ecological design strategy (EDS) shall be submitted to and be approved by the local planning authority addressing how the site will be ecologically enhanced and maintained. The EDS shall include the following:  
a) Details of planting, such as hedgerows, wildflower planting and establishment.



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- b) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
  - c) Time table for implementation demonstrating that works are aligned with the proposed phasing of development.
  - d) Details of bird and bat boxes, and hedgehog friendly fencing.
  - e) Details of initial aftercare and long-term maintenance and persons responsible for the maintenance.
- The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 175 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.

21. Prior to the commencement of works, a landscape and ecological management plan (LEMP) shall be submitted to and be approved by the local planning authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management including those in relation to the reptile receptor areas.
  - d) Appropriate management options for achieving aims and objectives including appropriate enhancement measures.
  - e) Prescriptions for management actions.
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - g) Details of the body or organization responsible for implementation of the plan.
  - h) Ongoing monitoring and remedial measures.
  - i) The LEMP shall also identify the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason:

To protect and enhance the site for biodiversity in accordance with



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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.

22. No works shall take place (including demolition, ground works, vegetation clearance) until a construction ecological management plan (CEMP) has been submitted to and approved by the local planning authority. The CEMP shall include, but not limited to the following:
- a) Risk assessment of potentially damaging construction activities
  - b) Identification of “biodiversity protection zones”
    - c) Details of deep excavations to be infilled or ramped access provided to prevent pitfall danger to mammals.
  - d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
  - e) The locations and timing of sensitive works to avoid harm to biodiversity features (e.g. daylight working hours only starting one hour after sunrise and ceasing one hour after sunset)
  - f) The timing during construction when ecological or environmental specialists need to be present on site to oversee works
  - g) Responsible persons and lines of communication
  - h) Safeguarding measures to prevent pollution entering the Shorn Brook including details of equipment, materials and waste storage
  - i) The role and responsibilities on site of an ecological clerk of works (ECoW) or similar person, including prior to commencement checks for nesting birds.
  - j) Use of protective fences, exclusion barriers and warning signs to ensure protection of badgers and otters.
  - k) Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post-completion of construction works

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

**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 The Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006.



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23. Prior to the installation of external lighting for the development hereby approved, a lighting design strategy for biodiversity shall be submitted to and approved by the Local Planning Authority. The strategy will:
- a) identify the areas/features on site that are particularly sensitive for foraging bats;
  - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their commuter route.
- All external lighting shall be installed only in accordance with the specifications and locations set out in the strategy.
- Reason:  
To maintain dark corridors for nocturnal wildlife in accordance with Policy ES6 of the Stroud District Local Plan 2015.
24. The reserved matters shall include until details of a scheme for the provision of a refuse and recycling storage for the dwellings hereby approved. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.
- Reason:  
In the interests of amenity and sustainability to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.
25. The reserved matters shall include a cycle and pedestrian link into the existing Hunts Grove cycleway which is located between Unit 6 Gateway 12 Business Park and the properties in Shorn Brook Close. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.
- Reason:  
To ensure a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic, cyclists and pedestrians in accordance with Policies CP13 and CP14 of the adopted Stroud District Local Plan, November 2015 and paragraphs 108 and 110 of the NPPF.
26. No development shall take place until a Construction Method Statement has been submitted to and approved by the local



**Development Control Committee Schedule  
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planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. The parking of vehicles of site operatives and visitors;
- ii. The unloading and loading of materials;
- iii. The storage of plant and materials used in constructing the development;
- iv. Wheel washing facilities;
- v. Measures to control the emission of dust and fine particulates during construction;
- vi. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- vii. Details of the site access/routeing strategy/signage during the construction period
- viii. Details of how it is intended to utilise 'best practicable means' to minimise noise and vibration levels;
- ix. A commitment to prohibit bonfires on the site during the development;
- x. construction hours;
- xi. A scheme to demonstrate how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

**Reason:**

To protect the amenities of local residents and reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).

27. No dwelling on the development hereby approved 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.

**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, pedestrians and cyclists in accordance with paragraphs 108 and 110 of the NPPF.

28. The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the dwellings hereby permitted shall not be occupied until



**Development Control Committee Schedule  
30/03/2021**

those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).

29. The details to be submitted for the approval of reserved matters shall include cycle storage facilities for a minimum of 1 space per dwelling and the dwellings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

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 and Policies CP13, ES3 and EI12 of the adopted Stroud District Local Plan, November 2015 and paragraphs 108 and 110 of the National Planning Policy Framework.

30. Prior to the occupation of the proposed development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the details as approved under the management and maintenance detail until such time as either a dedication agreement has been entered into or a private management company has been established.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic, cyclists and pedestrians is provided in accordance with the NPPF 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 127 of the NPPF.

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CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER
...	rev A: 02-07-18	22-01-18	PRELIMINARY	1:1250 @ A1	QUEDGELEY GLOUCESTER	APPLICATION SITE BOUNDARY	17050(P)001A

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**ARCHITECTS**

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 E-mail: info@higgsgyoung.com

**EXISTING**


+m Levels AOD

**PROPOSED**

 Planted Landscape Buffer

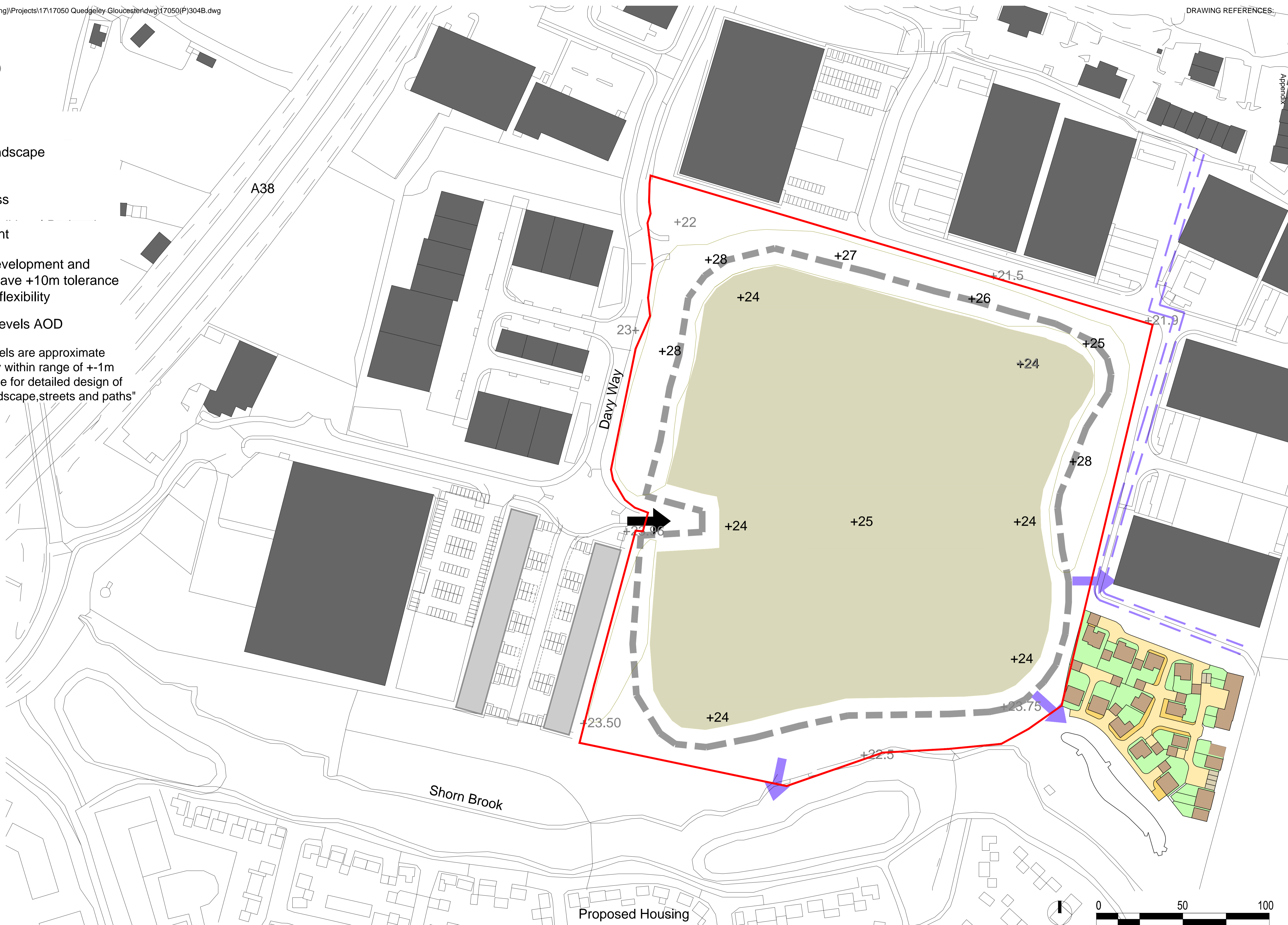
 Road Access

 Development

 Zone for Development and Access to have +10m tolerance to allow for flexibility

+m Proposed Levels AOD

proposed levels are approximate with flexibility within range of +/-1m to allow scope for detailed design of drainage, landscape, streets and paths"



CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER	HIGGS YOUNG ARCHITECTS
Hansteen Holding PLC	rev B: 02-07-18 rev A: 20-03-18	22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PARAMETER PLAN PROPOSED DEVELOPMENT	17050(P)304B	HIGGS YOUNG ARCHITECTS LTD 54 BOSTON PLACE LONDON NW1 6ER Tel: 0044 (0)20 7724 9395 E-mail: info@higgsgyoung.com

**EXISTING**


+m Levels AOD

**PROPOSED**

 Road Access

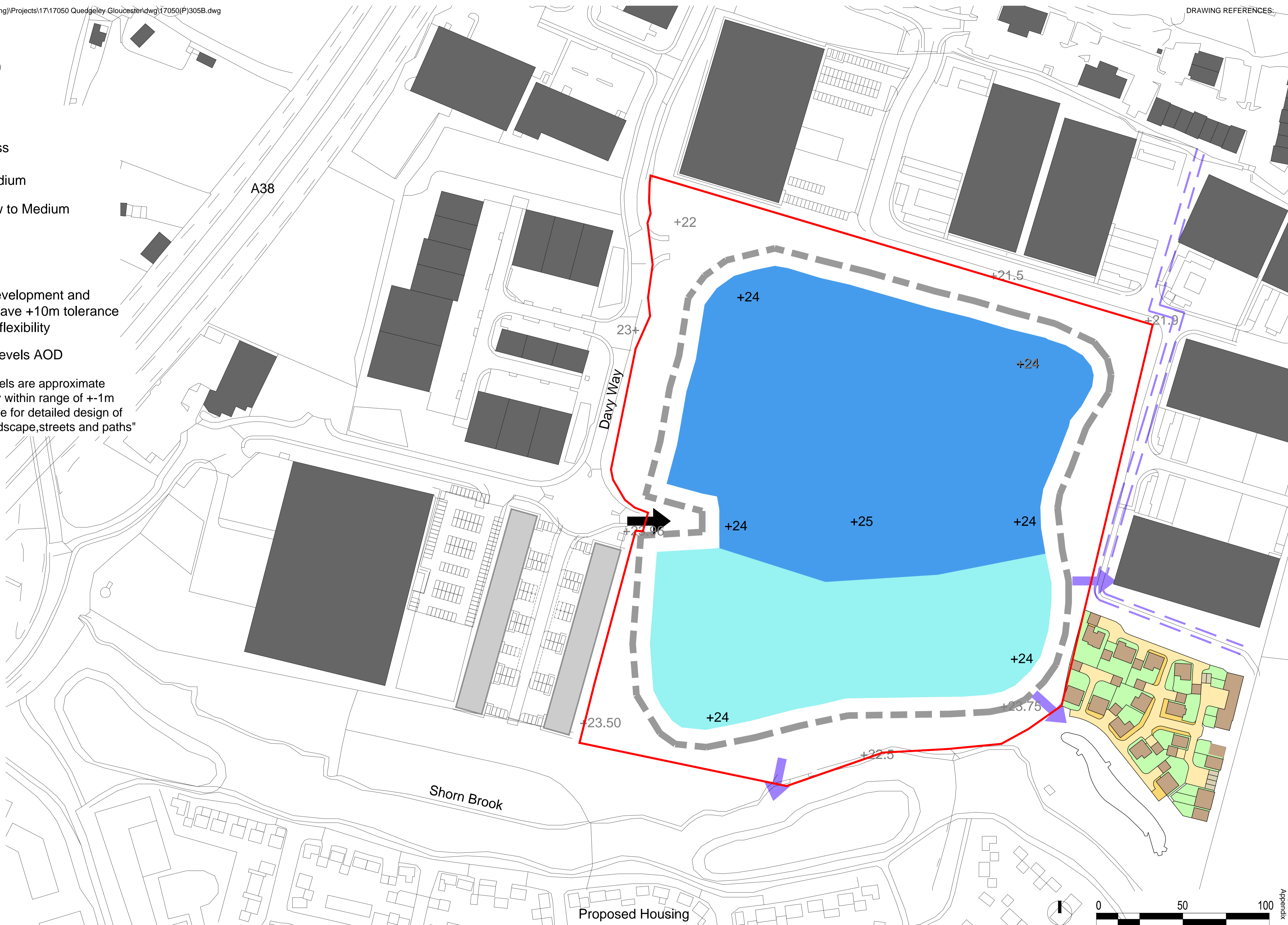
 Density Medium

 Density Low to Medium

 Zone for Development and Access to have +10m tolerance to allow for flexibility

+m Proposed Levels AOD

proposed levels are approximate with flexibility within range of +/-1m to allow scope for detailed design of drainage, landscape, streets and paths"



CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER
Hansteen Holding PLC	rev B: 02-07-18 rev A: 20-03-18	22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PARAMETER PLAN PROPOSED DENSITY	17050(P)305B

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**EXISTING**


+m Levels AOD

**PROPOSED**

 Road Access

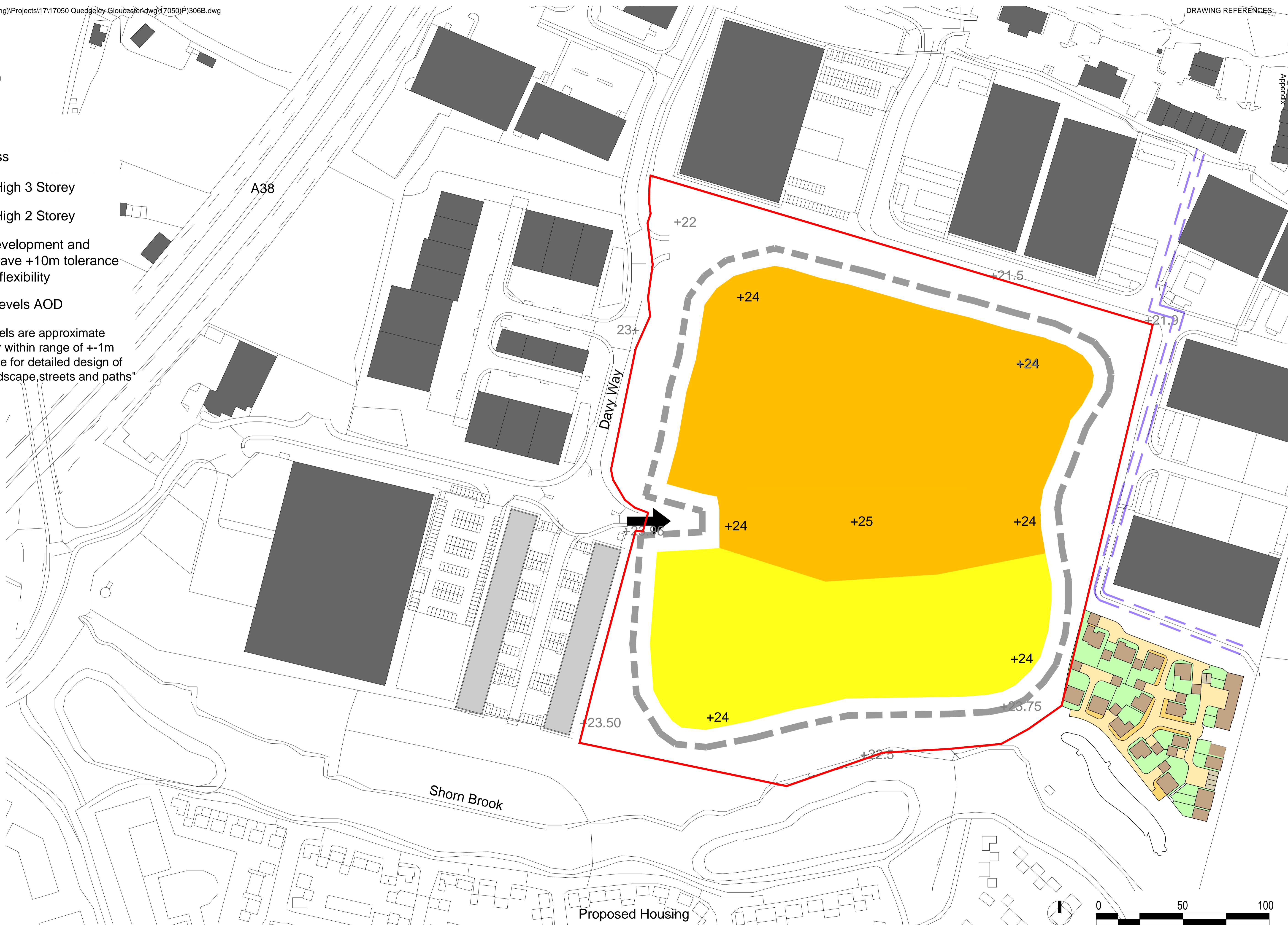
 up to 14m High 3 Storey

 up to 11m High 2 Storey

 Zone for Development and Access to have +10m tolerance to allow for flexibility

+m Proposed Levels AOD

proposed levels are approximate with flexibility within range of +/-1m to allow scope for detailed design of drainage, landscape, streets and paths"



CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER	HIGGS YOUNG ARCHITECTS
Hansteen Holding PLC	rev B: 02-07-18 rev A: 20-03-18	22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PARAMETER PLAN PROPOSED HEIGHTS	17050(P)306B	HIGGS YOUNG ARCHITECTS LTD 54 BOSTON PLACE LONDON NW1 6ER Tel: 0044 (0)20 7724 9395 E-mail: info@higgsgyoung.com

**EXISTING**

- +m Levels AOD
- Existing Footpath Cycle Way

**PROPOSED**

- ➔ Road Access
- ➔ Possible Additional Pedestrian Link to Surrounding Area
- Secondary Roads and Pedestrian Access
- Zone for Primary Road Loop and Pedestrian Access
- Zone for Development and Access to have +10m tolerance to allow for flexibility

+m Proposed Levels AOD

proposed levels are approximate with flexibility within range of +/-1m to allow scope for detailed design of drainage, landscape, streets and paths"



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Appendix  
Agenda Item 4.3

CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER
Hansteen Holding PLC		22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PARAMETER PLAN PROPOSED ACCESS AND MOVEMENT	17050(P)303B

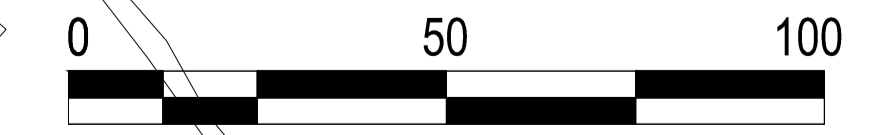
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CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER
Hansteen Holding PLC	rev B: 02-07-18 rev A: 26-03-18	22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PROPOSED MASTERPLAN	17050(P)202B



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DO NOT SCALE FROM DRAWING, ALL DIMENSIONS, LEVELS, COORDINATES, SETTING OUT, TO BE CHECKED ON SITE AND ANY DISCREPANCY REPORTED IMMEDIATELY TO THE ARCHITECT AND PROJECT MANAGER.







CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER
Hansteen Holding PLC	rev C: 02-07-18 rev B: 20-03-18 rev A: 26-02-18	24-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	PROPOSED MASTERPLAN OPTION 2	17050(P)204C






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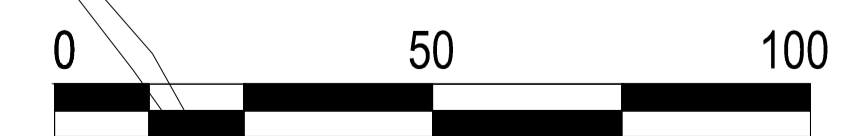
**EXISTING**

-  Trees in Site
-  Site Boundary
-  +m Levels AOD
-  Existing Footpath Cycle Way

**PROPOSED**

-  S Suds Area
-  PB Planted Landscape Buffer
-  (P) Indicative Potential Lc
-  Green Infrastructure
-  +m Proposed Levels AOD

proposed levels are approximate with flexibility within range of +/-1m to allow scope for detailed design of drainage, landscape, streets and paths"



CLIENT	REVISIONS	DATE	STATUS	SCALE	PROJECT	DRAWING NAME	DRAWING NUMBER	HIGGS YOUNG ARCHITECTS
Hansteen Holding PLC	rev B: 02-07-18 rev A: 20-03-18	22-01-18	PRELIMINARY	1:1000 @ A1	QUEDGELEY GLOUCESTER	SUPPORTING PLAN PROPOSED LANDSCAPE STRATEGY	17050(P)302B	HIGGS YOUNG ARCHITECTS LTD 54 BOSTON PLACE LONDON NW1 6ER Tel: 0044 (0)20 7724 9395 E-mail: info@higgsgyoung.com



Extract from Agent's supporting statement – Oct 2020



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