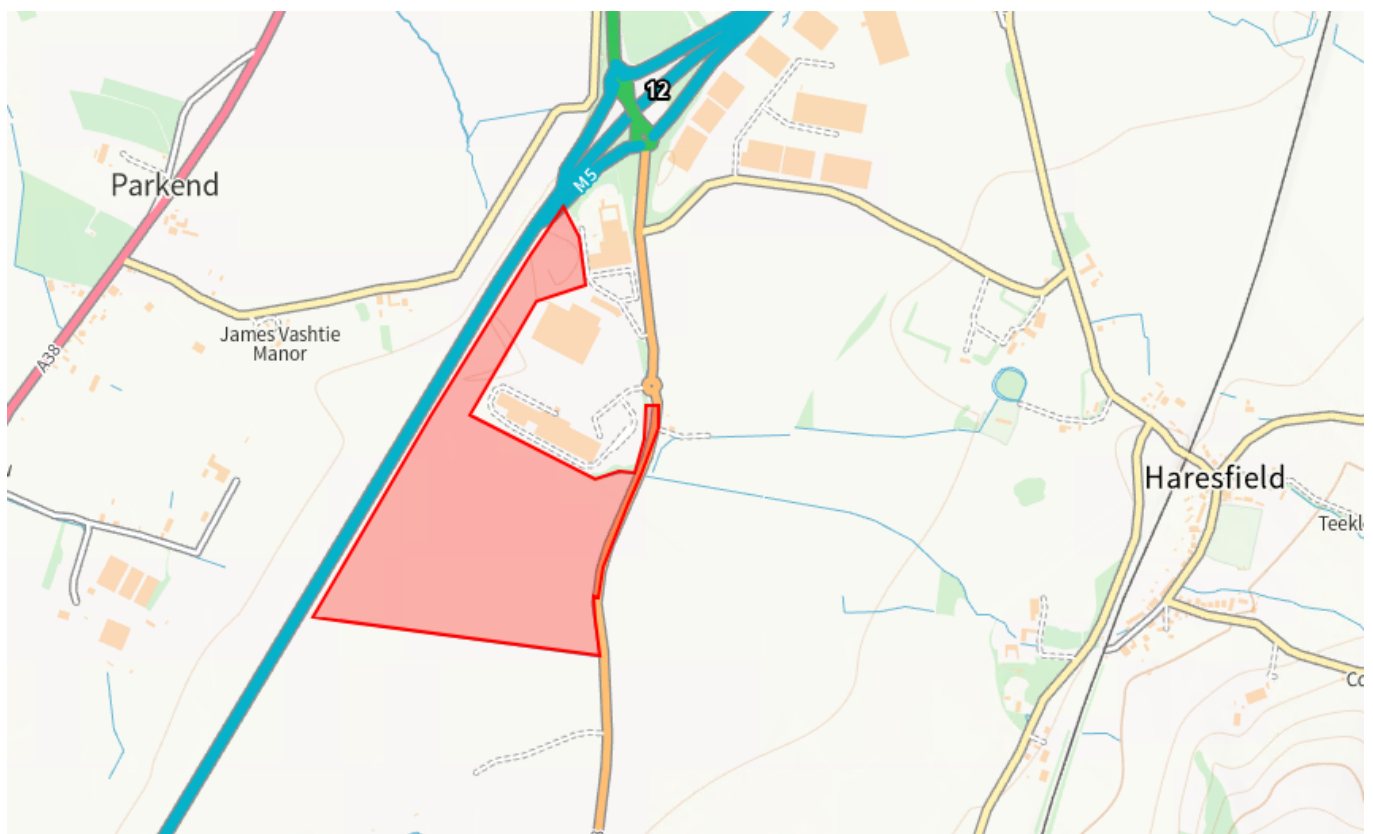




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Item No:	01
Application No.	S.21/2579/OUT
Site Address	Javelin Park, Bath Road, Haresfield, Stonehouse
Town/Parish	Haresfield Parish Council
Grid Reference	379992,210414
Application Type	Outline Planning Application
Proposal	Hybrid planning application for employment development for B8 (Storage or Distribution) Uses, ancillary offices, energy centre, landscaping, fitness trail and amenity areas and new access. i) Outline for whole site (with all matters reserved except access) ii) Full application for Units 1, 2 for B8 (Storage or Distribution) Uses and the energy centre (all matters submitted).
Recommendation	Resolve to Grant Permission
Call in Request	Cllr Mark Ryder



Applicant's Details	T Partridge
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	Tritax Symmetry (Gloucester) Limited, Grange Park Court, Roman Way, Northampton, NN4 5EA
Agent's Details	T Partridge Tritax Symmetry (Gloucester) Limited, Grange Park Court, Roman Way, Northampton, NN4 5EA
Case Officer	John Chaplin
Application Validated	15.11.2021
	CONSULTEES
Comments Received	Development Coordination (E) National Highways (Previously Highways England) Haresfield Parish Council Natural England (E) The Environment Agency Conservation North Team Contaminated Land Officer (E) Historic England SW Archaeology Dept (E) National Highways (Previously Highways England) Environmental Health (E) Haresfield Parish Council Standish Parish Council Cotswolds Conservation Board Natural England (E) Biodiversity Team The Environment Agency Biodiversity Team Conservation North Team Contaminated Land Officer (E) Environmental Health (E) Historic England SW Archaeology Dept (E) Haresfield Parish Council National Highways (Previously Highways England) Health And Safety Executive Natural England (E) Archaeology Dept (E) The Environment Agency Haresfield Parish Council Standish Parish Council Hunts Grove Parish Council National Highways (Previously Highways England) Health And Safety Executive Environmental Health (E) Contaminated Land Officer (E) Biodiversity Team Natural England (E) Conservation North Team Historic England SW



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	Archaeology Dept (E) Flood Resilience Land Drainage SDC Water Resources Engineer Arboricultural Officer Cotswolds Conservation Board
Constraints	Consult area Flood Zone 2 Flood Zone 3 Glos Centre Env Records - Species Hazard Area Hazard Area Hazard Area Key Employment Land (LP) Within 200m of M5 Neighbourhood Plan Haresfield Parish Council Standish Parish Council SAC SPA 7700m buffer Surface flooding 1 in 100 years Surface flooding 1 in 30 years Waste Allocation (LP)
	OFFICER'S REPORT

MAIN ISSUES

- o Principle of development
- o Design and appearance
- o Highways
- o Landscape impact
- o Noise and Residential Amenity
- o Contaminated land
- o Ecology
- o Archaeology and Heritage Assets
- o Planning balance

DESCRIPTION OF SITE

The application site is an agricultural field approximately 28.05 ha in size located adjacent to junction 12 of the M5. The site is positioned south of the GCC incinerator at Javelin Park.

To the north of the site is located the GCC incinerator, employment site Gloucester 12 and Dobbies Garden and retail centre. To the northeast of the other side of the B4008 adjacent to the motorway is also located the St Modwen Park employment site.

The site is flat arable land with an old construction access road and an area of spoil from the incinerator. The site formed part of the former RAF base being located on the grass outfield area. The airfield closed in 1962 and the M5 was constructed in the late 1960's early 1970's and follows the line of the main runway. The minor runway crossing the site with Javelin Park (now Gloucester 12) and the GCC incinerator being built on the former Bilton Cargo Centre an industrial estate which used the old airfield buildings.



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The site is accessed from the B4008 which crosses the M5 motorway at the adjacent junction 12 and then goes south towards Stonehouse.

The site comprises two fields, one large arable field that covers most of the site and a smaller species-poor semi-improved grassland field to the north. Boundary habitats include hedgerows, scattered trees, scrub and tall ruderal vegetation.

There are no waterbodies within the Site, but four within 250m of the Site boundary and a watercourse which previously cross the site has been diverted along the northern boundary.

There are no public footpaths that cross the site.

PROPOSAL

This application is a hybrid planning application for employment development for B8 (Storage or Distribution) Uses, ancillary offices, energy centre, landscaping, fitness trail and amenity areas and new access.

The outline application seek consent for the whole Site (with all matters reserved except access). This looks to provide 105, 000 sqm of Storage or Distribution floor space with ancillary office space. An energy centre and ancillary landscape and amenities. The submitted parameters sets out the development area and a maximum height to 45.30m A.O.D (an assumed 22m height to ridge).

The detailed full part of the application seeks permission for Units 1, 2 for B8 (Storage or Distribution) Uses and the energy centre (all matters submitted). Unit 1 proposes 14,446 sq.m of B8 with 743sq.m of ancillary office space and is 17.75m tall. Unit 2 proposes 21,228sq.m of B8 with 1,161 sq.m of ancillary office space and is 18.5m tall.

Access is provided off the B4008 with a new local T junction with ghost island right turn lane. Towards the M5 J12 the scheme includes off site highway improvement works which widen the B4008 approach to the M5 junction. The shared foot/cycleway to the north of the site will also be extended.

THE SUBMISSION

The Town and Country Planning (Environmental Impact Assessment) Regulations list development types which may require Environmental Impact Assessment (EIA). Section 10 of Schedule 2 of the EIA Regulations states that an EIA may be required for Industrial estate development projects (10a). The development is over the thresholds being more than 5 hectare in total. As the proposed project exceeds the threshold, and has the potential to lead to significant effects, an EIA has been undertaken. The applicant has submitted an Environmental Statement (ES) with the application. As outlined in more detail below Supplementary Environmental Information has been submitted to address the changes to the scheme during the application period.

REVISED DETAILS

The scheme has been amended during the application. The main changes have included a reduction in the maximum height of the buildings from 34m to 22m and an increase in the landscape buffer. The appearance of the building has also been simplified.



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Significant further highway works have also taken place and is now included in the submission. This has provided modelling and updated drawings to provide off-site highways improvement scheme.

Further information and reports have also been provided on the archaeology, ecology and the market and economy implications.

Additional environmental information (Reg 25) has been submitted within an Environmental Assessment Addendum received Aug 2023.

MATERIALS

Roof: Profiled steel - Slate Grey

Walls: Cladding and composite panels - Alaska Grey with vertical graded colour strip.

REPRESENTATIONS

The representations are noted here in brief. Detailed comments are provided at Annex A of this report.

Statutory Consultees:

Haresfield Parish Council: Objection - concerned about traffic impact on the J12 and B4008. Consider the development should not go ahead until the upgrade of J12.

Hunts Grove Parish Council: Objection - the right proposal, in the right place, but not at the right time. Concern regarding highways

Standish Parish Council: Objection - concern regarding justification, Local Plan consultation, landscape impact, Highways impacts.

Hardwicke Parish Council: Objection - concern regarding J12

Standish, Haresfield, Hardwicke and Hunts Grove Parishes Highway Consultant report (14 Feb 2022)

National Highways: recommend that conditions should be attached to any planning permission that may be granted.

GCC Highways: No objection subject to conditions and financial obligations.

Cotswold Conservation Board: Objection - landscape impact on setting of AONB.

Natural England: Special regard for the AONB required.

Environment Agency: Limited receptors/EA related constraints at this location. No objection raised.
Historic England: Less than substantial harm

HSE: HSE does not advise, on safety grounds, against the granting of planning permission.

GCC Archaeology: Recommends condition



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GCC as LLFA: No objection

GCC Waste and Minerals: No objection

SDC Conservation Specialist: No harm to the special interest of these listed buildings through development within their setting.

SDC Senior Biodiversity Officer: No ecological objection.

SDC Tree Officer: Recommends conditions

SDC Environmental Protection Manager: Following revision no objection subject to conditions.

SDC Contaminated Land: Recommends condition.

SDC Water Resources Engineer: Defer to LLFA, however please can the applicant submit an application for consent to the work on the culvert.

Public:

7 Objections received raising the following issues:

Concerns regarding highway safety and capacity of the local network and motorway junction.
Weight limit on road/bridge.

Question the need for further development.

Impact on landscape and local views

Noise and dust impacts

Ecological impact.

Outside the adopted Local Plan.

Highway works may impact on flooding

Concern regarding the highway improvements, and policy position whether a proportionate contribution to J12 have been made.

National Trust: objects to the proposed development as shown in the planning application due its scale and impacts on the views and settings of Haresfield Beacon, from a landscape and historic environment perspective.

Stagecoach: Support.

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework 2 - updated Dec 2023

Available to view at:

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

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66(1).

Stroud District Local Plan, adopted 2015

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



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https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Local Plan policies considered for this application include:

- CP1 - Presumption in favour of sustainable development.
- CP2 - Strategic growth and development locations.
- CP3 - Settlement Hierarchy.
- CP4 - Place Making.
- CP11 - New employment development.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- CP15 - A quality living and working countryside.

- ES1 - Sustainable construction and design.
- ES2 - Renewable or low carbon energy generation.
- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES5 - Air quality.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.
- ES10 - Valuing our historic environment and assets.

Stroud District Local Plan Review - Pre-submission Draft Plan (May 2021) (Emerging Development Plan)

Strategic Objectives

- SO1 Accessible Communities
- S02 Local Economy and Jobs
- S04 Transport and Travel
- S05 Climate Change and Environmental Limits
- S06 Our District's Distinctive Qualities

Core Policies

- DCP1 Delivering Carbon Neutral by 2030.
- CP2 Strategic Growth and Development Locations.
- CP3 Settlement Hierarchy.
- CP4 Place Making
- CP6 Infrastructure and Developer Contributions
- CP11 New employment development
- CP13 Demand Management and Sustainable Travel Measures
- CP14 High Quality Sustainable Development

Delivery Policies - Economy and Infrastructure

- EI12 Promoting Transport Choice and Accessibility
- EI13 Protecting and Extending Our Walking and Cycling Routes

Delivery Policies - Environment and Surroundings

- ES1 Energy Efficiency and Sustainable Construction



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ES3 Maintaining Quality of Life Within Our Environmental Limits
ES4 Water Resources, Quality and Flood Risk
ES5 Air Quality
ES6 Biodiversity and Geodiversity
ES7 Landscape Character
ES8 Trees and Hedgerows and Woodlands
ES10 Valuing Historic Environment and Assets
ES12 Better Design of Places
DES2 Green Infrastructure
ES16 Public Art Contributions

Employment Allocation PS43 Javelin Park

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 Stroud District Local Plan was adopted in November 2015 and provides the adopted planning policy document which sets out the strategic approach to growth and development across the District and is the starting point for the consideration of this planning application.

The area of land subject of this planning application is located in a countryside location beyond the development limits of any nearby settlements and is not allocated for development in the adopted local plan. Accordingly, the proposal is contrary to the adopted Development Plan.

Notwithstanding the above, the application site is on land that forms the draft allocation PS43 of the draft Local Plan (the emerging development plan) which is currently at examination (EIP). The draft policy allocates the site for 27 hectares of office, general industrial and storage and distribution employment uses. Whilst it is acknowledged that the EIP is currently paused to allow further evidence to be provided including the capacity issues at the nearby junction 12 which will be discussed further below, the Planning Inspectors have not raised any other specific concerns regarding this draft allocation. At this stage only limited weight can be afforded to the emerging development plan, however, it does show principle support for development in this location adjacent to the M5 junction 12, south of the existing commercial site.

As the draft local plan is still at examination it does have to be acknowledged that the current proposed development represents a departure from the adopted development plan. However, Officers are satisfied that the development which aligns with the draft allocation PS43 maybe considered acceptable when the material planning considerations are assessed. The identified harm of not being in accordance with the current adopted Local Plan maybe outweighed by the benefits of the scheme when the 'Planning balance' is undertaken.

Employment land supply

The Hardwicke area has an important employment role being one of the District's employment hubs with growth and development encouraged in the identified strategic locations. The Gloucestershire Economic Needs Assessment (ENA) (August 2020) states that the M5 corridor and the junctions on the motorway are important to the County and wider region's economy with distribution uses being a key employment use in these areas with good motorway connectivity. The application site is one of the strategic employment locations across the District where employment land is put forward.



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The adopted Local Plan has an employment land requirement set at 58 hectares over the plan period (2006-2031). The latest Employment Land Availability report (April 2023) shows a current shortfall of 7.65ha. This is addressed by the draft Local Plan over the plan period 2020 to 2040 requiring 62.4 - 71.8 hectares. The need for employment land and logistic and the location advantage provided by the site are demonstrated by the site being included within the draft local plan.

The agent has also provided supporting evidence to demonstrate an employment need and to outline the socio-economic benefits created by the scheme. This report outlines that there will be substantial economic benefits. During the construction phase it is estimated that 490 jobs will be supported, with potential investment in local construction companies.

During the operational phase 1,200 direct jobs are estimated with the level of capital investment, the business rates and other indirect investment in local services and employment all being benefits of the scheme.

The proposed development would provide up to 105,000sq.m of commercial floor space and makes a positive contribution towards the district's employment land supply.

This is in accordance with the draft local plan and the NPPF also gives significant weight to supporting economic growth whilst recognises the specific locational requirements of the logistics sector.

Accordingly, moderate to significant weight in favour of the development is attributed to this factor.

DESIGN AND APPEARANCE

As this is a hybrid planning application only part of the site, units 1 & 2 have been submitted with full details of the design and layout.

Whilst the appearance of the buildings does still provide a development that meets the applicant's requirement to fit within their identifiable portfolio of developments it does still look to respond to the site.

The buildings have a barrel-vaulted repeating roof form with the large elevations broken up by incorporating changes in colour of the cladding to provide horizontal and vertical emphasis which helps to reduce the appearance of mass and scale.

The scheme does seek to provide a modern attractive appearance when viewed from closer vantagepoints. The buildings remain legible with key elements easy to identify and understand when visiting which is required to meet the current requirements for a high-quality business park.

In longer views the colours have been chosen to provide a subtle palette that shows an understanding of the background and environmental colours of the site. This has been informed by the submitted Landscape and Visual Impact assessment as well the applicant's environmental colour study and will provide better integration in landscape terms than the colours used on the incinerator and the garden centre.

The layout shown in both the full and outline indicative plans provides a bund and landscape buffer along the western, southern and eastern sides of the site.



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The wider site remains in outline where the design and layout are reserved matters. Whilst it is therefore not for consideration under the outline element of the planning application an illustrative masterplan and supporting information has been submitted. These follow the same design theme to create a cohesive appearance across the site. This is considered acceptable.

Building performance and Climate Change

Stroud District Planning Policy makes a strong presumption in favour of delivering efficient development that is designed to reduce reliance on fossil fuels and increase the use of renewable energy. The emerging local plan also seeks to encourage this further.

The applicant has submitted a sustainability statement which outlines their commitment in this area. This includes Net Zero in Construction, >95.8% reduction in carbon emissions by 2030 and the scheme includes a Low Carbon Energy Centre with 21%-24% of the available roof covered by PV installation on occupation with the infrastructure for this to increase to 100% of the usable roof space in the future. The energy centre proposed will incorporate gas fired CHP turbines, energy from the PV arrays and input from the national electricity grid. Energy will also be stored in the Energy Centre battery storage units to further enhance carbon reduction. The electricity and heat from the centre can be used within the scheme. The scheme also looks to provide enhanced insulation of the building envelope and to meet BREEAM Very Good standards.

These commitments are welcomed and exceed the current policy requirement. Officers are satisfied this can be attributed limited positive weight.

HIGHWAYS

The Local Plan seeks to support sustainable development by providing employment sites within the district to provide job opportunities and help improve self-containment. These should be readily accessible with Policy CP13 requiring proposals to support sustainable transport choices through location where a choice of transport means is available, provision of appropriate parking, not harming road safety and not resulting in significant highway problems. Policy CP14 seeks to achieve high quality development which protects and conserves the built and natural environment. This requires achieving amongst other things, safe and convenient access by cycle and foot.

This is further supported by Policy EI12 which seeks to ensure that new developments connect into the existing transport infrastructure and improve facilities for cycling and walking where necessary. In addition, new developments should ensure that they have full regard to the impact on the highway network with major developments requiring a Transport Assessment and a Travel Plan in order to demonstrate the assessment of potential impacts and mitigation needed.

The planning application is supported by the submission of detailed transport and highway assessments. This includes the Transport Assessment (TA) which has been updated but further additional information and highway modelling has also been provided.

M5 Junction 12

As noted above the site is not within the adopted Local Plan but is an allocation in the draft local plan which is currently under examination. Modelling undertaken for the Stroud Local Plan review demonstrates that to safely accommodate the cumulative impact of planned growth strategic highway improvements at M5 Junction 12 will need to be brought forward during the Plan period up to 2040.



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It should be noted that the Local Plan modelling does not currently identify 'when' this scheme will be required, and further assessment will be necessary to identify the quantum of development that can come forward ahead of the delivery of the required improvements. As a result, development that contribute to an impact on Junction 12 will be required to make a proportionate contribution to the delivery of this strategic highway improvement.

Extensive engagement with GCC Highways and National Highways has taken place with the applicant's highway consultant providing additional work and information.

The submission has been supported by an updated Transport Assessment. This has included highway modelling work using the NH's M5 J12 Paramics Discovery transport model. The Paramics Discovery Model has been validated and agreed by NH and is used to assess the impact of development on the surrounding highway network.

National Highways have outlined that the TA forecasts the development will result in 84 trips routing via M5 J12 in the AM peak period, 56 using the southbound offslip from the north and 28 using the northbound offslip from the south. This equates to less than one additional trip per minute, on average, using the Junction 12 southbound off-slip and less than one trip every two minutes using the northbound off-slip during the AM peak period.

In the PM peak period, the development is forecast to result in 38 trips routing via M5 J12. Of these, 21 trips are forecast to route from the north using the J12 southbound off-slip with 17 approaching from the M5 south using the J12 northbound off-slip, equating to less than one additional trip every three minutes on average using both off slips. The remaining development trips are dispersed through the wider road network along the B4008.

The modelling demonstrates that the additional traffic generated by the development will not result in vehicular queues extending beyond the lengths of the offslips at M5 Junction 12 during the network peak periods, with queues forecast to remain within the constraints of the slip roads when the modelling includes the mitigation package.

National Highways has undertaken a detailed review of the Paramics modelling work undertaken by applicant's consultant and are satisfied that the Tritax Symmetry development in isolation will not result in an unacceptable traffic impact on the safe operation of M5 Junction 12.

However, to ensure the cumulative impact of the emerging Local Plan growth can be safely accommodated a strategic improvement at M5 Junction 12 will need to be brought forward during the life of the Plan. Given the Tritax Symmetry site results in a traffic impact at M5 Junction 12 they are expected to provide a proportionate contribution towards the delivery of this strategic improvement.

The local plan examination has been paused to allow work on the Joint Action Plan to be carried out. This is an agreed action plan to address the issues raised but specifically includes a workstream on the design and costing of improvement works at J12 and has been developed with partners including National Highways, South Gloucestershire Council, Gloucestershire County Council.

Whilst the detailed design of the junction improvements has not been developed, Officers are satisfied that the mitigation proposed will not prejudiced the wider system coming forward. Works



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to improve the approach to the junction will be required in the wider system and the proposed improvements can form part of this.

Working out if this represents a proportionate contribution to a strategic improvement scheme is complex. However, given the limited trip rates of the scheme compared to the cumulative additional traffic associated with the emerging Local Plan growth Officers are satisfied that at this moment in time the works proposed are proportionate to the level of a potential contribution.

Local network

Across the wider local road network, the development proposal is not forecast to have a severe impact on junctions or links and can be safely accommodated without significant effect on highway assets. The impact on queuing at the B4008 south arm of the junction will see 1-2 trips per minute being generated by the development during peak times, which will approach the junction from the south and join the back of the existing queue on this arm.

GCC Highways are satisfied that the J12 improvements which includes widening of the B4008 approach, renewal of the yellow box markings and enforcement cameras will result in a betterment for the local network in particular the B4008 approach. The widening and the second flared lane allows extra capacity for both the ahead movement and the left turn to the southbound M5. Whilst it appears short it allows both left turn and ahead traffic to be used it increasing capacity through the junction.

The up-grade works provide a performance improvement of the junction with the level of overall queuing typically reduced across the wider network.

Access to the site is provided via a new T-junction. This includes a waiting right turn filter lane to allow access without blocking the B4008 to onward traffic. This will involve alterations to the existing highway including speed limit reduction and visibility splays being provided.

The local concern regarding this access and this part of the local network is appreciated. The applicant's submitted Transport Assessment reviews the most recent accident and collision data and a road safety audit has been undertaken. GCC as the technical highway experts have raised no objection. Therefore, without further evidence an objection on safety grounds cannot be advanced.

The weight limit on the B4008 bridge and the impact on the existing drainage of the proposed highway improvement works has been raised. These will be addressed directly by GCC as part of the detailed design process and the technical highway assessment which is part of the S278 highway works which includes the cycleway, signage and cameras and other alterations to the highway.

Parking levels

The scheme provides onsite parking provision with the full element providing 127 parking spaces for unit 1 and 187 parking spaces for unit 2. This figure is based on data from other real-world developments and is below the maximum outlined in the parking standards for strategic sites within the adopted Local Plan. However, it does take into account a 3 shift change pattern and the overlap in demand that this creates. This level of parking has been accepted by GCC Highways and it is considered that this will not lead to overspill onto the surrounding highway network. EV charging infrastructure is also proposed as part of the scheme.



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The details for the outline application are a reserved matter but the indicative masterplan does indicate that appropriate provision can be provided.

Sustainable transport option

The scheme includes an extension to the existing shared cycle and pedestrian path to connect into the site. Cycle parking and associated facilities like lockers and showers for users are also proposed. A bus turning and waiting facility has also been provided in the submitted layout and engagement with Stagecoach to make this available option for access the site.

A Framework Employment Travel Plan has been submitted which seeks to promote improved sustainable forms of travel to and from the site with a modal shift away from single-occupancy car journeys. Implementation of this will be a requirement of the scheme but given the context of the site and proximity to J12 it is considered appropriate to provide some additional reassurance regarding the effectiveness of the travel plan on limiting traffic generation. Therefore, additional oversight and monitoring is considered reasonable with a legal agreement providing a contribution towards the monitoring work of GCC in this regard.

The bond element that GCC have requested does not meet the tests for a planning obligation has not been advanced.

Highway conclusion

Officers are therefore satisfied that the scheme will mitigate its impacts on both the strategic and local highway network and will not cause a detrimental or severe impact on highway safety. The scheme also provides options for a sustainable shift away from single occupancy cars with travel plan and cycling, bus provision.

This meets the policy requirement to mitigate the impact of the scheme but does provide some limited wider benefit with the additional provision improvement have benefit on the wider network eg betterment of the junction and supporting bus services. This is therefore attributed limited positive weight in the planning balance.

LANDSCAPE IMPACT

Policy CP14 of the adopted Local Plan seeks to achieve high quality development which protects and conserves the built and natural environment. Policy ES7 requires all development outside of the Cotswold AONB to conserve or enhance special landscape features, character and setting. Paragraph 182 of the NPPF outlines that great weight should be given to conserving and enhancing landscape and scenic beauty in AONBs with the scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

The application site is located in a rural landscape but this is effected by the urbanising influences of the location being on the southern edge of Gloucester with the motorway and other urban fringe land-uses and developments adjacent to the site. To the southeast is located the Cotswold escarpment with the Cotswold AONB, a national designed landscape.

The draft employment allocation policy PS43 states that the development will provide a strategic landscape buffer along the western, southern and eastern boundaries of the development. The supporting text outlining that the development will need to include a high quality of design and



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landscaping that minimises any potential visual impacts upon the heritage assets and their immediate settings at adjacent Haresfield and wider views from the Cotswolds AONB escarpment.

The planning application has been supported by the submission of a Landscape and Visual Impact Assessment (LVIA). To support Officer's assessment of the submission the Council's appointed a landscape consultant to review the proposal and the LIVA.

Following input, further submissions were made by the applicant updating the submitted information. This included further visualizations and clarification regarding the bund and landscape buffer.

Cotswolds National Landscape Board (Cotswolds Conservation Board) have raised an objection due to the likely adverse landscape and visual impacts of the proposal, especially on the views to, and in particular, from the Cotswold escarpment, which are one of the 'special qualities' of the Cotswolds National Landscape.

Whilst the GCC incinerator is noted, the proposal is located on open agricultural land within the setting of the Cotswolds AONB and there are likely to be adverse landscape and visual effects. The issue is whether the likely effects have been minimised through the design and layout of the proposals and then this impact weighted against the benefits of the scheme.

The initially proposed outline development design and height parameter were for significantly larger buildings with a height of 34m above ground level. This was considered too high with the development competing in terms of height and with significantly greater massing than the landmark incinerator to the north.

Following engagement this height has been reduced to a maximum 22m tall with the detailed planning application buildings proposed at 17.75m and 18.5m above ground level. Whilst still being large commercial structures this height does not appear to compete with the incinerator which would remain the focal structure.

Following discussions, the scheme also now proposes a continuous bund on each boundary. This is approximately 18-20m wide and 2-3m tall.

With the existing features of hedgerow mainly protected and an enhanced landscaping scheme proposed, these will help once they have developed to fragment views of the units. This includes structural tree planting within the site to help to assimilate the development into the existing landscape. It is acknowledged that it will take time for the planting to mature.

The Cotswolds AONB Board's statement on setting indicate that the use of external materials, external colours, reflective surfaces and inappropriate landscaping can have adverse impacts on the AONB.

Following discussions, the colour finish has also been amended. The distinct profile of the buildings and definition of height and scale which was previously emphasised by a darker colour eaves detail and vertical cladding elements have been amended. Officers have taken a view that recessive darker matt colours are desirable to minimise/reduce effects when viewed from AONB or against the backdrop of the escarpment. This does mean that on closer views where lighter colours on the



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upper parts of the structure would have been desirable to blend with the sky, the structure height will be apparent.

Cumulatively the development will add to the built form the wider context. This includes other prominent and dominant features including the incinerator, garden centre and to a lesser degree the other nearby commercial developments. In close proximity the impact will be greater but wider views the development sits with this 'urban fringe' context which is an employment growth hub for the district.

Due to the scale of the proposal and the elevated nature of views from the escarpment, the scheme does result in significant residual landscape and visual effects. Whilst this has been reduced, no landscape buffer could remove this all together. It is therefore acknowledged that a strategic employment allocation will have a degree of impact.

This harm must be balanced with the economic and social benefits of a draft allocated site. This is attributed to significant weight against the development.

NOISE AND RESIDENTIAL AMENITY

Policy CP14 seeks High quality development, which protects, conserves and enhances the built and natural environment. With regard to residential amenity Policy ES3 will not support development that have unacceptable levels of air, noise, water, light or soil pollution or a loss of privacy or overbearing effect.

The site is located in the rural location which limits the number of neighbouring residential units. The nearest neighbour is located on the opposite side of the B4008 at the Lodge. Other dwellings in the wider area, including west of the M5 are also noted.

A Noise and Vibration Report has been submitted as part of the application. The Council's Environmental Protection Manager has reviewed the submitted information and following revisions and updates is satisfied with the noise levels and the mitigation controls.

The construction phase does have the potential to cause noise and distribution. This can be mitigated to an acceptable level with appropriate and considerate construction. The construction management plan can also require implementation of mitigation.

There is potential for the commercial operations of the site to cause adverse impacts at nearby sensitive receptors at nearby residential properties.

Whilst there is a gap the proposed noise levels have been assessed against the existing background noise levels. Whilst the end users are not yet known acceptable noise levels have been agreed to maintain the development to avoid significant adverse impact. No further specific mitigation is required but any fixed plant will not be able to exceed these levels and may require specific mitigation before it is operational. This has included any back up diesel generators at the energy centre in the noise level so when used the amenity are still protected.

The layout of the proposal has maximised the distance between the neighbouring residential property to the commercial units. The service yards are located on the opposite side of the building which utilises the building to screen the noise. The energy centre is located in the corner of the site but the noise controls will minimise and mitigate any noise impacts.



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The scheme does have the potential to increased noise from road traffic on the existing road network which could affect local residents. This is acknowledged but at a level that does not require mitigation.

Artificial lighting will also be controlled via condition.

With the mitigation and controls in place via conditions it is considered that the scheme will not result in a significant adverse impact on the amenity of nearby residents. This is therefore attributed only neutral weight.

CONTAMINATED LAND

Policies CP14 and ES3 of the adopted Local Plan states that permission will not be grant where a development would lead or results in an adverse effect on contaminated land where there is an unacceptable risk to human health or the environment. This is maintained the policies of the draft local plan.

The previous use as an airfield is noted and whilst the runway crossed the site and can still be evidenced in the land together with the stockpile of concrete waste including from the adjacent site, the site was located outside the main built-up area of the airfield. The adjacent commercial sites and the GCC incinerator are also noted as potential sources of contamination.

The application has been supported by the submission of a Phase 1 Preliminary Geo-environmental Risk Assessment which did not identify any obvious sources of contamination on site.

The Council's Senior Contaminated Land Officer has reviewed the submitted Phase 1 assessment and is satisfied with the recommendations that a Phase 2 site investigation is required. This can be required via appropriate condition.

Given the historical use of the site being located within a historical Airfield, the applicant's Phase 1 report recommended that a Desk Based UXO Bomb Threat Assessment should be undertaken prior to any intrusive ground works.

It is therefore considered that appropriate remediation strategy can be required if contamination is encountered and is considered policy complaint in the regard. This is therefore attributed only neutral weight.

WASTE AND HAZARDOUS SUBSTANCES

The site is located adjacent to the GCC waste incinerator. This is a significant piece of operational infrastructure in the management of Gloucestershire's waste and is safeguarded by an allocation in the adopted Gloucestershire Waste Core Strategy.

The draft local plan allocation policy PS43 for the site also outlines that the *'development should not harm the efficient and effective operation of the adjacent waste management infrastructure.'*

The site is not located within the safeguarded area and GCC Waste team have raised no objection to the proposal. As a commercial development of logistic and storage the scheme is not considered incompatible and it is considered that the scheme does not prejudice the ability of existing waste



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infrastructure to function. The amenity and environmental impacts as well as the impact on the local and strategic highway network are addressed elsewhere in this report.

Waste minimisation and resource efficiency during both the construction phase and over the long-term, through occupation has been outlined as an ambition by the applicant. This can be achieved via a detailed site-specific waste management plan controlled via conditions.

The site is located with a HSE consultation zone for a site which currently has consent to hold hazardous substances in controlled quantities. WL Vallance Ltd was granted hazardous substance consent in 1993. However, HSE does not advise, on safety grounds, against the granting of planning permission in this case. This is therefore given neutral weight.

ECOLOGY

The application has been supported by the submission of an Ecological Appraisal and BNG assessment as well as an Ecological Construction Method Statement.

The vast majority of the Site contains habitats of less than Local value as it comprises two fields, one a large arable field that covers most of the Site and a smaller species-poor semi-improved grassland field to the north. The boundary hedgerows provide the only potential habitat feature of interest. These hedgerows will mainly be retained as part of the screening of the site with a small loss for the access.

The application was submitted prior to recent legislation requiring mandatory Biodiversity Net Gain (BNG). However, Policy ES6 of the adopted Stroud District Local Plan requires that new development provides for onsite enhancement and protection in the interest of the biodiversity interest of the site and the surrounding locality. The emerging local plan also requires a 10% net gain.

Whilst the site is mainly managed agricultural land with limited ecological value, the applicant has looked to demonstrate a measurable net gain provided by the scheme. This has been quantitatively assessed by using the Defra Biodiversity metric with the on-site loss of habitat (-4.72 habitat units) being offset through an off-site mitigation scheme. This not only compensate for the loss on site but ensure the development delivers a 10% net biodiversity gain in line with emerging planning policy.

Protection of the existing trees and planting of the proposed landscaping scheme can be required via condition to require the approved tree protection measures and landscaping schemes to be implemented.

The Council's Senior Biodiversity Officer has confirmed that there is no ecological objection to the development. Given the existing baseline, the reports have outlined the likelihood of protected species being on site as limited and can be adequately mitigated and compensated. The ecological enhancements can be secured via the Landscape and Ecological Management Plan (LEMP) and offsetting conditions. This is attributed to moderate weight in the planning balance.

AGRICULTURAL LAND

Paragraph 180 of the NPPF (and footnote 62) outlines that planning policies and decisions should recognise the value and benefit from natural capital which includes the economic benefits of the best and most versatile agricultural land and its availability for food production. It seeks to direct



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development to areas of poorer quality when consider all factors about what is the most appropriate land for development.

The sites previous use as an airfield is noted but the proposed development will result in the loss of 9.2 hectares of Grade 2 (very good quality agricultural land) agricultural land and a 12.4 hectares of subgrade 3b (moderate quality) land.

With the loss of 9.2 ha of best and most versatile land the proposal is therefore not strictly accordance with NPPF paragraph 180, however, the locational requirement and benefit of being near to the M5 junction and the site being a draft allocation in the emerging plan have to be considered against this loss. This is therefore attributed negative weight.

FLOOD RISK

Most of the site is situated in Flood Zone 1 which has the lowest risk of flooding from a river or the sea. There is a culverted watercourse which goes under the motorway in the narrow northern part of the site which does increase the risk of surface water flooding.

The proposal is for a 'less vulnerable' use and with the proposed development being located in the lowest risk area this is considered acceptable.

The local ditch courses may be the greatest risk affecting access and egress along the wider highway network. Details of how this can be mitigated have been requested from the agent and can be reported at the meeting.

The proposal will incorporate sustainable drainage systems to control surface water run-off to levels. This includes attenuated storage of the surface water from the site in ponds and swales. The storm volumes are stored but then released at a controlled rate. The drainage system will be maintained by the management company.

GCC as Local Lead Flood Authority are satisfied with the FRA and drainage strategy submitted. The EA are also content that the risks are low and therefore it does not warrant their bespoke input or assessment.

It is considered that the proposed development will be safe from flooding and not increase flood risk outside the development. This is therefore given neutral weight.

ARCHAEOLOGY & HERITAGE ASSETS

An archaeological evaluation report has been carried out for the site with trail trenching. This recorded archaeological remains indicating the presence of a small Roman settlement or farmstead, possibly with late Iron Age-early Roman origins, with activity spanning most of the Roman period.

Evidence of building materials, indicate the presence of a building nearby, while the 'slag cake' suggests that metalworking processes were being undertaken in the vicinity. The presence of a single sherd of early medieval pottery hints at a possible post-Roman presence.

Due to the presence of significant archaeological remains within the site our archaeological specialist from GCC archaeology team recommends a programme of archaeological investigation be carried out before development begins. This can be secured via condition.



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The application has also been supported by a Heritage Assessment. This seeks to assess the nature and scale of any effects of the development as the result of changes within the setting of designated heritage assets in the Site's wider zone of influence, whereby significance may be affected as a result of its development.

The Site contains no designated heritage assets but it is located within 50m of the Grade II listed Hiltmead Farmhouse. This is separated by the M5, therefore there is no visual or functional link therefore no harm is done to the special interest of this listed building.

The development will also be seen in conjunction with, or from, various listed buildings in Haresfield and Little Haresfield. The non-designated assets of the lodge and parkland of the on the opposite side of the B4008 are also noted.

The reduction in the scale and height of the scheme along with the mitigation provided by the landscaping and colour/appearance does reduce the impacts of the scheme.

Whilst new development is proposed and will have an impact on the setting of various assets, bringing additional large scale industrial buildings into the wider landscape, these will be seen in the current context noting the existing commercial buildings including the dominant incinerator. Therefore, it is considered that there would be no significant harm to the special interest of these listed buildings but there would be limited less than substantial harm through development within their setting.

The heritage balance

Paragraph 205 of the National Planning Policy Framework sets out that when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the conservation of the asset. As above the harm is considered to be at the low end of less than substantial harm. Paragraph 208 of the NPPF goes on to set out that where harm to a designated heritage asset is less than substantial, the harm should be weighed against the public benefit.

Therefore, the less than substantial harm needs to be weighed against the public benefits of the proposal. The economic and social benefits of create jobs and investment public are considered to outweigh this limited heritage harm. Accordingly neutral weight is attributed to this factor.

OBLIGATIONS

To secure the Travel plan monitoring an appropriate legal agreement is required.

This will require £10,000 to be used by the County Council for the purpose of monitoring the travel plan which is subject to the condition(s) of the Permission.

CONCLUSION AND THE PLANNING BALANCE

The proposed scheme will result in significant economic development bring forward on a strategic employment allocation within the emerging local plan to help met the employment land supply of the District. The wider regional benefits are also noted. This will create significant benefits in turns of investment in the local area, job opportunities both during the construction phases and the ongoing operation.

Ecological net gain has been provided and some wider benefit of the sustainable transport provision will be available.



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Highway mitigation is proposed to mitigate the impact of the scheme on the local and strategic highway network. This is considered proportionate and does not prejudice the wider junction 12 improvement scheme.

A development of this scale whilst generating benefits does have a visual and landscape impact, the loss of agricultural land and a less than substantial heritage harm. This has been reduced and mitigated but the harm cannot be removed. The buildings proposed will be large and will be visible in the wider landscape. These are seen in the context of the adjacent development but that does not override the impact the scheme creates.

Whilst the scheme is a departure from the adopted Local Plan and the draft allocation is coming ahead of the emerging local plan, it mitigates the technical constraints of the site. Substantial weight is given to the benefits of the scheme and it is considered that these benefits outweigh the identified harms.

RECOMMENDATION

That Members **Resolve to GRANT** Outline Planning Consent for the whole site and Full Planning Permission for the details area subject to the planning conditions as set out in this report, and the applicant first voluntarily entering into appropriate legal agreement to secure travel plan monitoring.

HUMAN RIGHTS

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

SUBJECT TO THE FOLLOWING CONDITIONS

1. For the purposes of this decision, “phase 1” refers to [brief description], and “phase 2” refers to the area shown brown on the illustrative master plan (6440-062- Rev N, received 20 February 2024).

Reason: In the interests of clarity and to manage future development on the site

2. Approval of the details of the siting, design and external appearance of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") for phase 2 shown on brown on the illustrative masterplan (6440-062 Rev N received on 20 February 2024) shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

3. 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.



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

4. 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.

5. All reserved matter applications shall accord with the design principles of the approved Outline illustrative masterplan 6440-61 Rev L received 20 February 2023 and Parameters Plan 6440 - 067 REV F

Reason: To ensure a coherent and high quality development of the Javelin Park Employment Allocation as a whole in accordance with site allocation policy PS43 of the draft Stroud District Local Plan and the Government guidance contained within the National Planning Policy Framework.

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

Site location Plan 6440 -068 Rev B

Illustrative Masterplan Showing Extent of Outline Application 6440 - 062 Rev N

Unit 01 Proposed Site Layout Plan 6440 - 074 Rev F

Unit 01 Proposed External Finishes 6440 - 075 Rev F

Unit 01 Proposed Building Plan 6440 - 070 Rev B

Unit 01 Proposed Office Floor Plans 6440 - 071 Rev B

Unit 01 Proposed Elevations 6440 - 072 Rev G

Unit 01 Proposed Roof Plan 6440 – 73 Rev D 01

Unit 02 Proposed Site Layout Plan 6440 - 080 Rev C

Unit 02 Proposed External Finishes 6440 - 081 Rev C

Unit 02 Proposed Building Plan 6440 - 076 Rev C

Unit 02 Proposed Office Floor Plans 6440 - 077 Rev B

Unit 02 Proposed Elevations 6440 - 078 Rev H

Unit 02 Proposed Roof Plan 6440 - 079 Rev D

Energy Centre - Proposed Building Floor Plan and Elevations 6440 - 085 Rev A

edp5060_d073(D) Illustrative Landscape Sections

edp5060_d071(E) Detailed Landscape Proposals Sheets 1-8

Phase 1 Drainage Layout 21042-BGL-XX-XX-DR-S-00251 P1

21042-BGL-XX-XX-DR-S-00250 P3 Drainage Strategy

Site Access General Arrangement 70082079-WSP-XX-SK006 P08

Site wide earthworks 21042-BGL-XX-XX-DR-C-00258 P04

Mounds 21042-BGL-XX-XX-DR-C-0200 P5

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



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7. The quantum/floor area of development submitted as part of the reserved matters applications shall not exceed the figures outlined in the schedule of accommodation on the submitted masterplan 6440-61 Rev L received on 20 February 2024) and the office space shall remain ancillary to the B8 storage/distribution use.

Reason: The development has been assessed at this level of accommodation and any increase in floorspace will require a reconsideration of the principle issues surrounding this proposal.

8. The reserved matters application in relation to appearance shall include details, including samples and colours of the materials used in the construction of the external surfaces of the buildings.

Reason: To enable the Local Planning Authority to ensure the satisfactory appearance of the development, in accordance with Policies CP11, CP14 and ES7 of the adopted Stroud District Local Plan, November 2015.

9. The reserved matters application in relation to layout shall include details of the measures for turning and vehicle parking (including accessible car parking spaces and motorcycle parking spaces) within the development/curtilages of each unit.

Reason: In the interest of highway safety and amenity and to accord with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

10. The reserved matters application in relation to layout shall include full details of sheltered, secure and accessible bicycle parking for each unit proposed.

Reason: To promote sustainable forms of transport and healthy communities in accordance with Policies CP11, CP13, CP14, E112 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

11. The reserved matters application shall in relation to layout include an electric vehicle infrastructure strategy and implementation plan for each unit. The plan shall contain details of the number and location of all electric vehicle charging points which shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets.

Reason: To promote sustainable forms of transport and healthy communities in accordance with Policies CP11, CP13, CP14, E112 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

12. The reserved matters application in relation to layout shall include a lighting design strategy for biodiversity.

Reason: To maintain dark corridors for nocturnal wildlife in accordance with Policy ES6 of the Stroud District Local Plan (Adopted) November 2015.

13. The buildings subject to this permission shall be used only for purposes falling within Classes B8 with ancillary office space as specified in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking, amending or re-enacting that order and for no other purpose(s) whatsoever.



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Reason: To ensure that the trip demands reflect the submitted details and that there is adequate on-site parking provision in accordance with CP11, CP13 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

14. No development shall take place within the application site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted and approved by the Local Planning Authority.

Reason: To ensure that archaeological investigations are initiated at an appropriate point in the development procedure to advance understanding of any heritage assets present on the site, in accordance with paragraph 209 of the National Planning Policy Framework. It is important to agree a programme of archaeological work in advance of the commencement of development, so as to make provision for the investigation and recording of any archaeological remains which may be present.

15. Prior to the commencement of development, a detailed waste management plan shall be submitted to and approved by the Local Planning Authority. The detailed site waste management plan must identify the specific types and amount of waste materials forecast to be generated from the development during site preparation and construction phases and what specific measures will be employed for dealing with this material so as to: - minimise its creation, maximise the amount of re-use and recycling on-site; maximise the amount of off-site recycling of any wastes that are unusable on-site; and reduce the overall amount of waste sent to landfill. In addition, the detailed site waste management plan must clearly set out the proportion of recycled content that will be used in construction materials. The detailed site waste management plan shall be fully implemented in accordance with the approved details.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction; adopted Minerals Local Plan for Gloucestershire Policy SR01 and paragraph 8 of the National Planning Policy for Waste (NPPW).

16. Prior to first occupation of each unit hereby approved, full details of the provision made for facilitating the management and recycling of waste generated during occupation of that unit shall be submitted to and approved by the Local Planning Authority. This must include details of the appropriate and adequate space and infrastructure to allow for the separate storage of recyclable waste materials. The management of waste during occupation must be aligned with the principles of the waste hierarchy. All details shall be fully implemented as approved.

Reason: To ensure the effective implementation of waste minimisation in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction; and paragraph 8 of the National Planning Policy for Waste (NPPW).

17. Prior to the commencement of the development hereby permitted, including any ground/clearance works, details of drainage construction controls shall be submitted to and approved in writing by the local planning authority (in consultation with National Highways). This shall include:

a) Full details of construction controls for all works adjacent to the National Highways boundary to ensure the integrity of the highway ditch system is not compromised



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b) Confirmation that the constructed edges of any new waterbodies will not be located within 5m of the National Highways boundary. The drainage construction controls shall give due regard to the requirements of DfT Circular 01/2022 and shall include a detailed maintenance method statement and schedule. Surface water drainage shall be implemented in accordance with the agreed design be maintained as such thereafter.

Reason: In the interest of the safe and efficient operation of the strategic road network, and to protect the integrity of the National Highways drainage asset.

Prior to the commencement of the development hereby permitted, a detailed Boundary Treatment Plan for the site boundary with the M5 motorway shall be submitted to and approved by the Local Planning Authority (in consultation with National Highways).

Reason: In the interest of the safe and efficient operation of the strategic road network and to protect the National Highways soft estate.

18. Prior to the commencement of the development hereby permitted, a Landscaping Plan and associated Planting Schedule for the site boundary with the M5 motorway shall be submitted to and approved by the Local Planning Authority (in consultation with National Highways).

Reason: In the interest of the safe and efficient operation of the strategic road network and to protect the National Highways soft estate.

19. Prior to the commencement of the development hereby permitted, a Noise Impact Assessment including full details of the design and construction of any necessary acoustic mitigation shall be submitted to and approved by the Local Planning Authority (in consultation with National Highways).

Reason: To safeguard the operation of the strategic road network and the long term integrity of its assets.

20. The development hereby approved shall not be brought into use until visibility splays are provided in accordance with plan 70082079-WSP-XX-SK017 P03. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interest of highway safety and amenity and to accord with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

21. No unit on the development hereby approved shall be occupied until the following highway works have been completed:

- a. Site access layout as indicated on plan No. 70082079-WSP-XX-SK006 P08
- b. Works at the junction of B4008 and Stonehouse Lane and bus shelter relocation
- c. Works at Junction 12 north and south of the M5 as indicated on plan No. 70082079-WSP-XX-SK203 Rev P06
- d. Provision of and reinstatement of yellow-box highway markings and provision of traffic enforcement cameras at Junction 12 of the M5
- e. Provision of ANPR camera at the site access
- f. Relocation of the 7.5T weight restriction along the B4008



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Reason: To ensure the safe and free flow of traffic onto the highway in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

22. Prior to commencement of the development hereby permitted including any ground/clearance works, details of a construction management plan shall be submitted to and approved by the Local Planning Authority. The plan/statement shall include but not be restricted to:

Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

Advisory routes for construction traffic;

Any temporary access to the site;

Locations for loading/unloading and storage of plant, waste and construction materials;

Method of preventing mud and dust being carried onto the highway and surrounding area;

Arrangements for turning vehicles;

Arrangements to receive abnormal loads or unusually large vehicles;

Highway Condition survey;

Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The approved plan shall be adhered to throughout the construction period.

Reason: In the interests of amenities of local residents, the surrounding area and the safe operation of the highway in the lead into development and the strategic road network during the construction phase of the development in accordance with Policies CP11, CP13, CP14 and ES3 of the Stroud District Local Plan (Adopted) November 2015. This is required pre-commencement as it relates to the construction phase.

23. The Framework Employment Travel Plan hereby approved, dated October 2021 shall be implemented and monitored in accordance with the regime contained within the Plan. In the event of failing to meet the targets within the Plan a revised Plan shall be submitted to and approved by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of travel to and from the site. The submitted details shall use Modeshift STARS Business to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details.

Reason: To reduce vehicle movements and promote sustainable travel in accordance with Policies CP11, CP13 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

24. The development shall be undertaken in accordance with the arboriculture impact assessment (Incorporating Tree Protection Measures) produced by EDP (dated February 2023 Report Ref: edp5060_r016 Rev C). All of the provisions shall be implemented in full according to any timescales laid out in the method statement.

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 with guidance in revised National Planning Policy Framework paragraph 180.

25. All planting and hard landscaping (other than that controlled by condition 18]) must be undertaken in full accordance with the approved EDP landscaping scheme (Detailed Landscape



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Proposals Edp5060_d071e Sheets 1-8 dated 29 June 2023). Any plants (trees, shrubs, hedgerows) which fail within a five year period must be replaced.

Reason: To preserve and provide 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 with guidance in revised National Planning Policy Framework paragraph 180.

26. No development, site clearance, soil stripping, removal of materials shall take place until a resurvey (3 months prior to commencement of works) for badgers has been undertaken and the results have been submitted to and agreed in writing by the Local Planning Authority.

Reason: Badgers are protected under the Protection of Badgers Act 1992. This is required pre-commencement to provide an update survey of the species.

27. All works proposed as planting and habitat creation shall be carried out in full and management in accordance with the Ecological Construction Method Statement (ECMS) by The Environmental Dimension Partnership Ltd (March 2023) and the Landscape and Ecological Management Plan by The Environmental Dimension Partnership Ltd (March 2023).

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 180 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.

28. No development shall take place until a scheme for the offsetting of biodiversity impacts at the site, offsetting a total value of not less than 12.66 habitat units, has been submitted to and approved by the Local Planning Authority. The Offsetting scheme shall be in accordance with the Ecological Appraisal Prepared by The Environmental Dimension Partnership Ltd March 2023 Ref: edp5060_r014 Rev h and Biodiversity Net Gain Scheme dated 09 May 2022 which outlines the offsite receptor site.

The offsetting scheme should include the following:

- i. An appropriate S106 legal agreements to guarantee third party delivery of ongoing habitat management requirements.
- ii. a timetable of delivery;
- iii. A management and monitoring plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme.

The management and monitoring plan is to include:

- a) Description of all habitat(s) to be created/restored/enhanced within the scheme including expected management condition and total area;
- b) Review of Ecological constraints of the receptor site;
- c) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works (for example, lowering of soil pH via application of elemental sulphur);
- d) Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location or proposed works;



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- e) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;
- f) Identification of persons responsible for implementing the works;
- g) A timetable of ecological monitoring to assess the success of all habitat creation/enhancement. Ecological monitoring reports should be submitted to the LPA in year 1, 2, 5, 10, 20, 30.
- h) The inclusion of a feedback mechanism to SDC, allowing for the alteration of working methods/management prescriptions, should the monitoring deem it necessary.

The arrangement necessary to secure the delivery of the offsetting measures shall be executed prior to written approval by the Local Planning Authority. The offsetting scheme shall thereafter be implemented in accordance with the requirements of the approved scheme.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 180 of the National Planning Policy Framework and Policy ES6 of the adopted Stroud District Local Plan, 2015 and Policy ES6 of the Draft Stroud District Local Plan.

29. The development hereby permitted shall proceed strictly in accordance with the recommendations made in the Phase 1 Preliminary Geo-environmental Risk Assessment dated June 2020 (as received by the Local Planning Authority on 28 Oct 2021) including the Desk Based UXO Bomb Threat Assessment.

Reason: To protect the health of future contractors and users of the site from any possible effects of contaminated land in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

30. The development hereby permitted shall not commence 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: -

- i. A Phase 2 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 + A2:2017 Investigation of Potentially Contaminated Sites – Code of Practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.
- ii. As required by the submitted Phase 2 intrusive investigation reports, a remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear endpoint 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.

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015. This condition is pre-commencement so as to avoid abortive works and retrospective remediation.



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31. The development hereby approved shall not be occupied until 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.

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

32. The development hereby approved shall not be occupied until 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.

Reason: To protect the health of future users of the site from any possible effects of contaminated land in accordance with Policy ES3 of the Stroud District Local Plan (Adopted) November 2015.

33. Sound emissions attributable to the operation of fixed plant and machinery associated with the development shall not exceed the following Noise Rating Levels:-

LAr,1 hour 42 dB during the daytime period of 07:00 to 23:00; and

LAr,15 mins 37 dB during the night period of 23:00 to 07:00

as determined at the closest point of the curtilage of any residential receptor. The determination may be by way of direct measurement at the location or, where extraneous ambient noise or accessibility issues preclude this, by way of measurement at a closer point to the site and subsequent calculation of sound levels at the stated locations.

All determinations shall be undertaken in accordance with the methodology set out in BS 4142:2014+A1:2019 – “Methods for rating and assessing industrial and commercial sound” or any future variations thereof.

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

34. 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 07:30 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. Prior notice and agreement will be sought with the Local Planning Authority where work outside of the above stated working hours is required. Notification will be made in writing 10 working days in advance, with justification for deviation from permitted hours.

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

35. Prior to installation of fixed plant within the Energy Centre, the applicant shall submit to the Local Planning Authority for approval, a noise impact assessment to demonstrate that the fixed plant associated with it does not create any exceedance of the limits set out in condition 32 above. That assessment should take full account of any proposed diesel back-up generators. All identified



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noise mitigation measures shall be installed and operational before the Energy Centre is brought into use and shall not thereafter be altered without the prior written approval of the Local Planning Authority.

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

36. The development hereby approved shall be implemented in accordance with the Sustainability Statement 22/10/2021 Rev 8.0 and the Carbon Reduction Strategy and Sustainability Strategy contained within it.

Reason: To encourage and integrate sustainable design and construction into new developments in accordance with Policies CP5, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015.

37. The Development of Units 01 & 02 hereby approved shall not be brought into use until the access, parking and turning facilities for that individual building to the nearest public highway has been provided as shown on the approved site layout plans outlined in condition 6.

Reason: To ensure conformity with submitted details and to provide safe and suitable access in accordance with Policies CP11, CP13, CP14 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

38. The Development of Units 01 & 02 hereby approved shall not be brought into use until sheltered, secure and accessible bicycle parking comprising 48 bicycle spaces for Unit 01 and 72 bicycle spaces for Unit 02 has been provided in accordance with the approved details as shown on drawings 6440 - 074 Rev F Unit 01 Proposed Site Layout Plan and 6440 - 080 Rev C Unit 02 Proposed Site Layout Plan. The bicycle storage areas shall be maintained for this purpose thereafter.

Reason: To promote sustainable forms of transport and healthy communities in accordance with Policies CP11, CP13, CP14, E112 and ES3 of the Stroud District Local Plan (Adopted) November 2015.

39. Units 01 & 02 hereby approved shall not be brought into use until an electric vehicle infrastructure strategy and implementation plan comprising a minimum of 26 EV spaces for Unit 01 and 40 EV spaces for Unit 02 has been provided in accordance with the approved details as shown on drawings 6440 - 074 Rev F Unit 01 Proposed Site Layout Plan and 6440 - 080 Rev C Unit 02 Proposed Site Layout Plan. The electric vehicle charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets. Buildings and parking spaces that are to be provided with charging points shall not be brought into use until associated charging points are installed in strict accordance with approved details and are operational. The charging point installed shall be retained thereafter unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable forms of transport and healthy communities in accordance with Policies CP11, CP13, CP14, E112 and ES3 of the Stroud District Local Plan (Adopted) November 2015.



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40. The development of Units 01 & 02 hereby approved shall not be brought into use until accessible car parking spaces comprising 13 accessible spaces for Unit 01 and 20 accessible spaces for Unit 02 has been provided in accordance with the approved details as shown on drawings 6440 - 074 Rev F Unit 01 Proposed Site Layout Plan and 6440 - 080 Rev C Unit 02 Proposed Site Layout Plan. Thereafter the accessible spaces shall be kept available for disabled users as approved.

Reason: To provide safe and suitable access for all users in accordance with Policies CP7 and EI12 of the Stroud District Local Plan (Adopted) November 2015.

41. The development of Units 01 & 02 hereby approved shall not be brought into use until a scheme comprising 4 motorcycle spaces for Unit 01 and 6 motorcycle spaces for Unit 02 has been provided in accordance with the approved details as shown on drawings 6440 - 074 Rev F Unit 01 Proposed Site Layout Plan and 6440 - 080 Rev C Unit 02 Proposed Site. Thereafter the spaces shall be kept available for motorcycle parking as approved.

Reason: To provide safe and suitable access for all users.

42. The external lighting for Units 01 & 02 hereby approved shall be provided in accordance with the approved details in the External Lighting Planning Statement (ref. 3852-HAN-PL-4A-RP-E-64-01- Rev3 230630). 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 (Adopted) November 2015.

Informatives:

1. This application is subject to a legal agreement and the applicant's attention is drawn to the requirements and obligations contained there in and the need to ensure compliance as the development progresses.
2. **ARTICLE 35 (2) STATEMENT** - In dealing with this application the Local Planning Authority has worked with the applicant/agent in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the application to enhance the scheme.