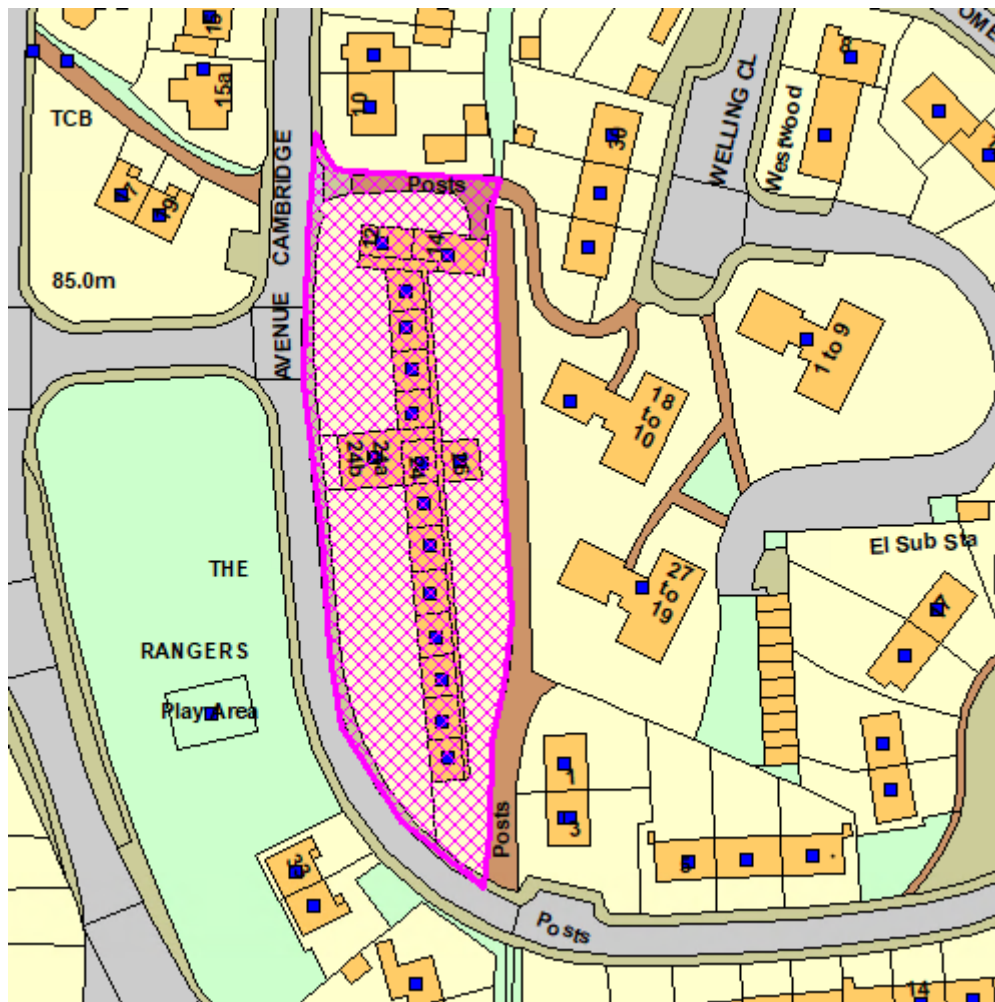




## Development Control Committee Schedule 23/11/2021

<b>Item No:</b>	2
<b>Application No.</b>	S.21/1025/FUL
<b>Site Address</b>	Cambridge Avenue, Dursley, Gloucestershire, GL11 4AZ
<b>Town/Parish</b>	Dursley Town Council
<b>Grid Reference</b>	375964,197443
<b>Application Type</b>	Full Planning Application
<b>Proposal</b>	Demolition of existing buildings and erection of thirteen affordable dwellings, with landscaping, parking and associated works
<b>Recommendation</b>	Permission
<b>Call in Request</b>	Parish Council





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<b>Applicant's Details</b>	Stroud District Council Stroud District Council, Ebley Mill, Ebley Wharf, Stroud, Gloucestershire GL5 4UB
<b>Agent's Details</b>	Mr Josh Downey West Waddy ADP, The Malthouse, Abingdon, OX14 5EB,
<b>Case Officer</b>	John Chaplin
<b>Application Validated</b>	22.04.2021
<b>CONSULTEES</b>	
<b>Comments Received</b>	SDC Water Resources Engineer Development Coordination (E) Flood Resilience Land Drainage Conservation Team South Biodiversity Officer Environmental Health (E) Arboricultural Officer (E) Mr M Taylor - South Cotswold Group Dursley Town Council Contaminated Land Officer (E)
<b>Constraints</b>	Affecting the Setting of a Cons Area Consult area Neighbourhood Plan Dursley Town Council Affecting a Public Right of Way Settlement Boundaries (LP)
<b>OFFICER'S REPORT</b>	

### MAIN ISSUES

- \* Principle of development
- \* Design and appearance
- \* Residential Amenity
- \* Highways
- \* Affordable Housing
- \* Ecology
- \* Flood risk
- \* Sustainability

### DESCRIPTION OF SITE

The application relates to a largely rectangular site which currently houses Cambridge House, a former sheltered housing complex comprising of a mixture of bungalow and flat style residential units.

The site sits within the residential settlement development limits and is not within either the Conservation Area or Area of Outstanding Natural Beauty (AONB). The nearest listed buildings ("Gwithian", "Woodmancote Farmhouse" and "Farm Building to West of



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Woodmancote Farmhouse”) are located on the nearby A4135, around 70m south-west of the application site. There are no Tree Preservation Orders (TPO) on the site, however there are a number of mature and prominent trees within the site boundary.

### **PROPOSAL**

This application is for the demolition of existing buildings and then the erection of thirteen affordable dwellings with the associated landscaping, parking and other related works.

### **REVISED DETAILS**

Revised plans were received on 23rd August making amendments to the layout to address the initial comments from GCC Highways.

### **MATERIALS**

Roof: Standing seam metal

Walls: Light coloured/buff brick and timber cladding (porches only)

### **REPRESENTATIONS**

#### **Statutory Consultees:**

#### Dursley Town Council

The Council supports the proposed development of thirteen two and three bedroom affordable dwellings with parking on the site. The land is identified as a Potential Area for Enhancement in the Dursley Neighbourhood Development Plan 2018.

The Council does however have objections around the design of the development. The Council objects to the proposed metal roof material. It would have a detrimental impact on the character and appearance of the area, contrary to policies CP8 and HC1 in the Stroud District Local Plan 2015 and policies D1 and H1 in the Dursley Neighbourhood Development Plan 2018.

The proposed roof material is very industrial in appearance and out of keeping for the area. Given the difference in ground levels between this site and Woodmancote, the roof areas will still be visible when viewed from Woodmancote. The Council objects to the proposed design in relation to the appearance of the housing. It would have a detrimental impact on the character and appearance of the area, contrary to policies CP8 and HC1 in the Stroud District Local Plan 2015 and policies D1 and H1 in the Dursley Neighbourhood Development Plan 2018.

The development should include more variety in the design and house appearance, so that it is in keeping with this area of the town. The recent development at the Site Of Former Woodmancote Garage, 18 Woodmancote, Dursley was highlighted as an example where this has been achieved successfully. The proposed Cambridge House development should have a variety of finishes to the frontages, to remove the uniformity of the development when viewed from Woodmancote.



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The Council originally raised the above comments regarding the design of the development at the pre-application stage and has agreed to request that this planning application is referred to the Development Control Committee.

### Ramblers Association

We note that footpath CDU62 runs alongside this side and require that it be kept open through the works and not impeded by the result, as the proposed site layout indicates.

### GCC Highways

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 recommends that this application be deferred.

The justification for this decision is provided below.

The development would replace 16 bungalows with 13 two- and three-bedroomed dwellings. As such the development is not expected to generate a significant number of additional vehicle trips.

The submitted Transport Note comments that the site is in a very sustainable location and is well connected for all users including pedestrians and cyclists. It is within acceptable distances to a large range of services and amenities. There is a public right of way adjacent to the site but it is assumed that this would not be affected in any way by the proposed development.

It is proposed to serve three of the dwellings (Plots 1 to 3) and their associated parking by a widening of the existing access from Cambridge Avenue. The access would be formed as a priority junction onto Cambridge Avenue and designed in accordance with appropriate national and local standards. Parking spaces for the other dwellings would be located directly off Cambridge Avenue.

Two on-site car parking spaces would be allocated for each of the dwellings and an additional three spaces would be provided for visitor parking.

Reference is made to the local standards for the provision of cycle parking and it is proposed that 2 parking spaces would be provided for each dwelling, giving an overall provision of 26 spaces.

The provision of the widened access onto Cambridge Avenue may be assumed to require some works to the public highway. It should be anticipated that any works on the highway that are outside of the application site would require a s.278 agreement to be entered into with the local highway authority.



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While considering that the development proposals would be acceptable in principle, the highway authority has concerns regarding certain specific aspects of the proposals, as set out below.

The proposed access from Cambridge Avenue to serve Plots 11, 12 and 13 is located on the inside of a bend in the road and it appears that visibility to the left from the access point would be limited by a large tree and hedges. Detail should be provided to confirm that a suitable visibility splay (commensurate with a 20mph traffic speed) would be available from the point of access.

While tandem parking as proposed can be accepted, it is not ideal and concern regarding the tandem parking was raised at the pre-application stage. This is particularly relevant for plots 4 and 5, where the spaces are located very close to the road junction and where there could be the need for manoeuvring vehicles if the one parked closest to the house was required. Consideration should be given to changing the layout of these parking spaces.

The dwellings are arranged in terraces and rear access is shown to be provided by a pathway along the back of the gardens. Sheds appear to be shown within the rear gardens and it is assumed that these would provide the secure and sheltered storage for cycles. Bin storage locations are shown for Plots 1 – 3, and for Plots 11 – 13. Bin storage has not been shown for Plots 4 – 10 and if it is proposed that the rear gardens would be used for this purpose, the bin drag distances required for a roadside collection would be excessive.

While the highway authority does not seek to object to the proposals in principle, it considers that further attention should be given to the matters above. Details should be provided to describe and confirm the proposals for cycle storage, bin store locations and access routes to address the above concerns.

The Highway Authority therefore submits a response of deferral until the required information has been provided and considered.

### Revised GCC Highways:

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order, 2015 has no objections subject to conditions and financial obligations.

The justification for this decision is provided below.

The development would replace 16 bungalows with 13 two- and three-bedroomed dwellings. As such the development is not expected to generate a significant number of additional vehicle trips.

The submitted Transport Note comments that the site is in a very sustainable location and is well connected for all users including pedestrians and cyclists. It is within acceptable distances to a large range of services and amenities. There is a public right of way adjacent



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to the site but it is assumed that this would not be affected in any way by the proposed development.

It is proposed to serve three of the dwellings (Plots 1 to 3) and their associated parking by a widening of the existing access from Cambridge Avenue. The access would be formed as a priority junction onto Cambridge Avenue and designed in accordance with appropriate national and local standards. Parking spaces for the other dwellings would be located directly off Cambridge Avenue.

Two on-site car parking spaces would be allocated for each of the dwellings and an additional three spaces would be provided for visitor parking.

Reference is made to the local standards for the provision of cycle parking and it is proposed that 2 parking spaces would be provided for each dwelling, giving an overall provision of 26 spaces.

The provision of the widened access onto Cambridge Avenue may be assumed to require some works to the public highway. It should be anticipated that any works on the highway that are outside of the application site would require a s.278 agreement to be entered into with the local highway authority.

The proposed access from Cambridge Avenue to serve Plots 11,12 and 13 is located on the inside of a bend in the road and it would be important to ensure that suitable visibility from the access point in each direction along the road was available.

A revised drawing no 9089-WW-XX-A-0010-P08 has been submitted to demonstrate the visibility splays of 2.4metres by 25 metres (commensurate with a 20mph traffic speed) would be achieved. It is presumed that existing hedge would be removed as required to make the visibility splay to the left available.

The majority of parking is proposed is proposed to be in a tandem arrangement, with two spaces per dwelling. The revised drawing has shown an amended layout for the parking spaces for Plots 4 and 5, where these would be located close to the road junction. The revised layout would minimise the amount of vehicle manoeuvring required.

The dwellings are arranged in terraces and rear access is shown to be provided by a pathway along the back of the gardens. Sheds have been shown within the rear gardens which would provide secure and sheltered storage for cycle.

The revised drawings show that bin storage for Plots 4-10 would be located at the front of the buildings.

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.



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### Conditions

Prior to the commencement of the development hereby permitted details of a construction management plan or construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement

shall include but not be restricted to:

- o 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);
- o Routes for construction traffic;
- o Any temporary access to the site;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud and dust being carried onto the highway;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles; and
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Prior to the commencement of the development hereby permitted visibility splays shall be provided in accordance with the approved plans. Nothing shall be planted, erected and/or allowed to grow on the triangular area of the land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety.

Prior to the first occupation of the development hereby permitted the means of access for vehicles and pedestrians shall be constructed and completed in accordance with the approved plans.

Reason: In the interest of highway safety.

Prior to the first occupation of the development hereby permitted the car/vehicle parking areas (and turning space) shown on the approved plans shall be completed and thereafter the areas shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

Prior to the first occupation of the development hereby permitted the cycle storage facilities shall be made available for use in accordance with the approved plans and those facilities shall be maintained for the duration of the development.



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Reason: To ensure the provision and availability of adequate cycle parking.

Prior to the first occupation of the development hereby permitted, the proposed car parking spaces shall be designed to enable charging of plug-in and other ultra-low emission vehicles.

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

### Informatives

The development hereby approved will involve works to be carried out in the public highway and the applicant/developer is required to enter into a legally binding Highways Works Agreement (including appropriate bond) with Gloucestershire County Council before works commence. The Agreement will specify the works and the terms and conditions under which they are to be carried out.

### SDC Environmental Health

With respect to the above application, I would recommend that any permission should have the following conditions and informative attached: -

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 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.”

### SDC Contaminated Land Officer

Thank you for consulting me on the above application. I have read the submitted Ground Investigation Report, Ref 4773 dated 22 February 2021. The preliminary sampling found some elevated levels of contamination in near surface Made Ground. The report recommends further site investigation to establish the extent of the contamination and to determine whether any remediation is required. As such, please attach the full contaminated land condition to any permission granted.

### GCC as Local Lead Flood Authority (LLFA)

The LLFA has no objection to this proposal. The drainage strategy provided by Hydrock is detailed enough that the LLFA would not require drainage conditions to be applied to any permission granted against this application.

### SDC Water Resource Engineer

No observations

### SDC Biodiversity Team

Acceptable subject to the following conditions:





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All works shall be carried out in full accordance with the recommendations contained in the Preliminary Ecological Appraisal, Worcestershire Wildlife Consultancy, dated July 2020 already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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.

Within 3 months of commencement, a specification (including methodology and programme of implementation) for the enhancement of biodiversity through the provision of bird and bat boxes, hedgehog friendly fencing and a native planting scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved specification and programme of implementation and be retained 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 2006.

The submitted report has outlined appropriate mitigation that should be adhered to throughout the construction phase to ensure nesting birds and badgers are safeguarded from the development. The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the National Planning Policy Framework and other planning policy documents. The submitted report did offer advice with regards to suitable bird nesting boxes, the Biodiversity Team encourage the applicant to install these features. In addition, the Biodiversity Team recommend integrating features such as bat access tiles, integrated bat boxes and hedgehog friendly fencing. Furthermore, any planting should include native species which provide fruits, nuts and pollinating opportunities. These enhancement features should be considered at an early stage to avoid potential conflict with any external lighting plans.

### SDC Arboriculture Officer

I have no objection to the application subject to the following conditions;

1) The development must be fully compliant with the Tree Survey, Arboriculture Impact Assessment, Method Statement and Tree Protection Plan written by Tim Pursey dated June 2020. 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 paragraphs 15, 170(b) & 175 (c) & (d).

2) Prior to commencement of the development hereby approved (including any ground clearance, tree works, demolition, or construction) a pre-commencement meeting must take place with the main contractor / ground workers with the local planning authority tree officer. Reason: To preserve trees and hedges on the site in the interests of visual amenity and the



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character of the area in accordance with Stroud District Local Plan Policy ES8 and with guidance in revised National Planning Policy Framework paragraphs 15, 170(b) & 175 (c) & (d).

3) Details of a scheme of hard and soft landscaping for 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 plants which fail within a five year period must be replaced. 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 paragraphs 15, 170( b) & 175 (c) & (d).

4) Monitoring tree protection. Prior to commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), details of all tree protection monitoring and site supervision by a qualified tree specialist (where arboriculture expertise is required) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details. 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 paragraphs 15, 170(b) & 175 (c) & (d).”

### SDC Conservation Team

Thank you for consulting the Conservation Officers on this matter. We would like to make the following comments: The above site is situated near the Dursley Conservation Area. Special attention must be paid to the desirability of preserving or enhancing the character and appearance of the area. This proposal is for the demolition of existing buildings and erection of thirteen affordable dwellings, with landscaping, parking and associated works at Cambridge Avenue. The application site is located in close proximity to the Conservation Area. The proposal will not cause any harm to the character and appearance of the area. The application has been assessed in accordance with Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990.

### **Public:**

At the time of writing one public comment had been received stating:

“I am concerned about the footpath next to our house, that children use for school being very close to the proposed car parking next to the new houses being built and a slip road. It will be too close and dangerous. Also I would like assurance that the proposed houses will not overlook our property only maybe landing windows which are small. Will all houses have car parking on there properties and parking on the road be minimal or not at all. Will the houses be for local families and will any of them be for sale. Thank you”



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

National Planning Policy Framework revised July 2021.

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) and Section 72(1).

Stroud District Local Plan.

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

[www.stroud.gov.uk/localplan](http://www.stroud.gov.uk/localplan)

Local Plan policies considered for this application include:

- CP1 – Presumption in favour of sustainable development.
- CP4 – Place Making.
- 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.
- ES5 – Air quality.
- ES6 – Providing for biodiversity and geodiversity.
- ES7 – Landscape character.
- ES8 – Trees, hedgerows and woodlands.
- ES10 – Valuing our historic environment and assets.
- ES12 – Better design of places.

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)

Dursley Neighbourhood Development Plan 2018 – 2031 Made on 21st February 2019

H1 Housing developments

H2 Housing Quality

D1 Character and Design

T1 Car parking

T2 Improve connections for Cyclists and Pedestrians

and The Dursley Landscape Character Assessment 2015



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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 application proposes 13 affordable homes, separated into 3 distinct blocks and will provide a mix of 7no. 3-bedroom homes and 6no. 2-bedroom homes.

The application site lies within the residential settlement boundary limits of Dursley identified as a 1st tier settlement within the Settlement Hierarchy of the adopted Local Plan. First tier settlements are the primary focus for the delivery of new growth and development and are considered as sustainable locations with access to existing services, community facilities, employment and public transport and other sustainable modes of transport. The proposal is therefore in accordance with Policy CP3 of the Local Plan and H1 of the NDP.

The site already benefits from a residential use as it has until recently provided accommodation for elderly residents within the district. As such, the site is not proposing to be subject to a change of use, rather is proposing to remodel the type, form and tenure of the residential units on the site.

The Dursley NDP also highlights Cambridge House as a potential area for enhancement (no. 4). The NDP is supportive of a high quality residential re-development of the site but also seeks a mix of tenures, sufficient car parking and enhancement to the local adjacent green play space.

The principle of development is therefore considered to be acceptable.

### **DESIGN AND APPEARANCE**

The houses are designed as two storey with small dormer features. These have a contemporary appearance with their design and choice of materials. The majority of the proposed dwellings are fronting onto Cambridge Avenue, creating an attractive streetscape with the houses addressing the road in a traditional manner, forming a common street scene. Two shared access cul-de sacs lead off from Cambridge Avenue, serving a smaller number of units apiece, creating mini communities within the overall scheme. The distinct areas will give the development a sense of place and character, as well as providing the opportunity for a sense of community ownership within the areas.

The units themselves propose to replace the large unbroken building occupying the site presently. This existing building is long and runs parallel to Cambridge Avenue and whilst mainly single storey with two storey element in the middle it creates a current visually



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dominant feature in the street scene. Whilst elements of the proposal are taller, the proposed development will reduce the overall perceived footprint of the site being broken into 3 blocks compared to the long continuous form of the existing building.

This part of the Dursley is made up of the ranger estate, a 1960's development. Whilst there is no overriding surrounding character, the modern design of the proposal is still based on the forms and proportions of the local buildings.

With the pitched roof and gables these create a simple form and elevations. Only a row of 7 units are proposed together and these have a vertical rhythmical pattern with each house divided up by the gable roof form, the downpipe detailing and the pattern of the window and door openings. There is also a slight step in the frontage to avoid a long linear development.

Concerns have been raised regarding the appearance and selection of materials for the proposal including from the Town Council.

The materials proposed are shown as standing seam metal roofing, a light coloured brick walling with some timber cladding. The choice of materials has been queried and whilst the elevation drawings appear to show almost a grey finish, a light coloured brick has been proposed. These materials are modern but are considered to be a similar colour pallet to the surrounding area and appropriate for the development in this part of the town. The timber cladding and entrance feature also acts as an accent making it clear where each property is located and avoids a long continuous drab monotony appearance.

Standing seam metal is a new roofing materials in this area but the dark colour is similar to a slate or dark concrete tile. The roof line and form remains residential in appearance and does not create a harsh industrial character.

It is not considered necessary to break the elevation further with lots of different colours or additional materials as this would not necessarily improve the scheme and has the potential to have a detrimental impact on the appearance, make it overtly prominent and out of keeping.

To retain control over the specific materials/bricks to be used, to make sure the final choice is appropriate, samples can be required via a condition to be submitted and approved.

Although being located relatively near to the Woodmancote Conservation Area, the site does not sit within it. The Conservation Area is located along the linear route of the A4135 and has a different character to the surrounding estate housing areas which this application site is located within. With the separation it is considered that the proposed design would not harm the historic significance or setting of the conservation area no any nearby listed buildings.

### **LANDSCAPE SETTING**

Dursley is surrounded by the Cotswolds AONB with the landscape setting and views being an important part of the character and charm of Dursley. This includes views to the surrounding countryside including the distinctive hills like Peaked Down and Downham Hill



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but also the wooded valley sides towards the West and South of the town which create the backdrop of steep wooded slopes above Woodmancote.

Whilst some very localised views will experience change as with any new development, due to the limited scale of the development and its position within the settlement and on the site, key views including those identified in the NDP will not be significantly altered.

It is therefore considered that NDP Policy ES2 is satisfied and the views can still be enjoyed.

### **RESIDENTIAL AMENITY**

Residential amenity has been considered throughout the application process. All units have access to a private garden space and distances between residential units, and relevant window openings have been considered acceptable as to not cause any significant levels of overbearing or loss of privacy.

Existing residents external of the site are not considered to be negatively impacted as a result of the proposed development in relation to their residential amenity. The main function of the site, as residential, remains the same and as such, neighbouring residents are expected to experience similar living conditions as a result of the development.

### **HIGHWAYS**

Access onto the site will be via direct plot access for the majority of units, with two shared driveways off Cambridge Avenue serving 3 units apiece.

The submitted transport information indicates that the proposed development is forecast to generate the same number of trips as the existing site in the AM Peak with only slightly more in the PM Peak, one additional trip every ten minutes. This level of net change in vehicle movements would not have a material impact on the local highway network, and would not result in an unacceptable highway safety issue or a severe impact on the capacity of the highway network.

Two on plot vehicle parking spaces are proposed for each unit, with three visitor spaces also proposed. 26 bicycle spaces are also proposed within the scheme. This is above the adopted parking standard in the Local Plan however, the NDP Policy T1 and NDP Potential Area for Enhancement 4 Cambridge House supports and encourages a higher provision of car parking to address a specific concern within Dursley.

An improvement to the existing access width has been proposed and visibility splays onto Cambridge Avenue for the private drives (Plots 12-13) have been shown to be achieved, meaning vehicles can enter and egress the site safely. Direct driveway accesses onto Cambridge Avenue are also proposed for the remaining proposed properties. With the local orientation and nature of the road this is not considered inappropriate or unusual compared to other parts of the estate/Cambridge Avenue.

Gloucestershire County Council Highway Department were consulted on the scheme and provided a formal consultation. After a slight layout amendment at their request, the Local



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Highway Authority are content that the arrangement of the development is acceptable in terms of its impact on highway safety for all road users.

A public footpath is located adjacent but to the rear of the site. The route will be maintained being outside the site. GCC and Ramblers Association have not raised any concerns but if this is affected by the construction phase further discussions with GCC PROW team may be required.

The site is well connected on bus routes, pedestrian routes including the adjacent public right of way. Whilst improvements to wider cycle connections, as encouraged by NDP Policy T2, are not altered by this small scheme, cycle provision onsite has been included. It is therefore still considered that the application proposes a sustainable development in terms of vehicular, pedestrian and cyclist connectivity.

### **AFFORDABLE HOUSING**

This application seeks to provide 100% affordable rented homes which will be retained by Stroud District Council. As the applicant is Stroud District Council it is not possible to secured the affordable housing via a normal S106 legal agreement. However, whilst retention of the houses as affordable would be controlled via other parts of the council (with oversight via other committees) to retain the planning control and transparency, in these unique situations, the affordable housing will be controlled via the proposed planning condition.

### **ECOLOGY**

The application site is currently covered predominantly in built development. The submitted ecological reports didn't find any biodiversity features of any particular significance which was confirmed by the Council's Biodiversity team.

There are however a number of trees within the site boundary. Whilst a few of the small ones will have to be removed the tree protection method statement, root protection zone and protective fencing have been proposed particularly for the mature Beech tree to the South of the site and the Cherry tree to the front. This will provide protection throughout the construction phase.

A number of further conditions are also proposed in order to ensure the site is suitably developed as to not damage any ecology present eg to safeguard nesting birds and badgers, and to enhance the ecological opportunities of the site through for example bird boxes, hedgehog friendly fencing and native planting.

### **FLOOD RISK AND DRAINAGE**

The application does not lie within flood zone 2 or 3 and is therefore at the lowest risk of experiencing flooding events.

Where possible, stormwater infiltration is proposed, but where this is not possible due to limited size of the site and proximity to the highway, private roofs are to drain into the existing sewer east of the site. On site cellular attenuation storage has been proposed along with details of its maintenance. This will hold storm surface water with a restricted discharge rate.



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The submitted Technical Note demonstrate that for a 1in100yr+40% climate change storm event no flooding will occur.

GCC as Lead Local Flood Authority (LLFA) and the SDC Drainage Engineer have raised no concerns with the submitted drainage information. Implementation and ongoing maintenance can be required via an approved documents condition.

The proposed Foul water is proposed to connect to the existing foul water sewer connection on site.

### **SUSTAINABILITY**

The Local Plan and NDP seek to encourage energy efficiency and sustainable construction.

The main sustainable element of the proposal is the site's location within the existing settlement with access to existing services and facilities.

The scheme has been designed with South facing side elevations to allow Solar panels on the roofs.

Electric vehicle charging and space for cycle storage has been proposed and will be required.

The design of the buildings has allowed for future alterations eg all bathrooms are large to allow space for conversion to accessible wet rooms.

The choice of materials for example the roof would have relatively lower embodied carbon for manufacture and delivery, the reduced maintenance requirement and longer lifecycle compared to alternative materials.

### **OBLIGATIONS**

The Cambridge Avenue Play Area is not within the application site and is therefore not adversely affected by the scheme. Whilst the NDP encourages enhancement of the area as the scheme is 100% affordable a contribution has not been requested.

As the scheme seeks to provide 100% affordable housing which will be secured via the use of planning condition no other planning obligations have been sort.

### **THE PLANNING BALANCE AND CONCLUSION**

The starting point for making decisions in relation to planning applications is the development plan. In this instance, the proposed development is considered to be sustainable and acceptable in principle and is consistent with both the Local Plan and Dursley NDP. Therefore, in accordance with paragraph 47 of the National Planning Policy Framework the planning application should be approved unless there are material considerations that indicate otherwise.

The proposal seeks to provide a 100% affordable housing scheme within a sustainable location. This can be attributed substantial weight in the decision making process.





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Ecological enhancements have been proposed, drainage and highways technical issues have been adequately addressed by the scheme. The impact on existing neighbour residents has also been considered.

Whilst concern has been raised about the design and materials, Officers are satisfied that the proposed development would not result in an unacceptable impact on the character of the site or its surrounding locality and would not result in harm to designated and non-designated heritage assets.

It is therefore considered that the scheme would result in a positive planning balance. Accordingly, Officers recommend that the proposed development is approved.

### RECOMMENDATION

It is recommended that Planning Permission is **GRANTED** subject to the proposed planning conditions.

### HUMAN RIGHTS

In compiling this recommendation the Local Planning Authority has 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.

<b>Subject to the following conditions:</b>	<ol style="list-style-type: none"><li>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  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.</li><li>The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:  Site Location Plan – drawing ref: 908-WW-B1-00-A-0000 received on 22.4.21 Proposed Site Layout (Ground Floor) – drawing ref: 908-WW-B1-XX-A-0010-P08 received on 23.8.21; Proposed Site Layout (Roof Plan) – drawing ref: 908-WW-B1-XX-A-0013-P08 received on 23.8.21; Parameter Plan Materiality – drawing ref: 908-WW-B1-XX-A-0014-A received on 09.11.2021;</li></ol>
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House Types 01 and 02 Plans – drawing ref: 908-WW-B1-XX-A-0110-P05 received on 22.04.21;  
House Types 01 and 02 Elevations – drawing ref: 908-WW-B1-XX-A-0111-P03 received on 22.04.21;  
House Type 03 Plans and Elevation – drawing ref: 908-WW-B1-XX-A-0112-P05 received on 23.08.21;  
House Type 03 Elevations – drawing ref: 908-WW-B1-XX-A-0113-P03 received on 22.04.21;  
House Types 04 and 05 Plans – drawing ref: 908-WW-B1-XX-A-0114-P05 received on 22.04.21;  
House Types 04 and 05 Elevations – drawing ref: 908-WW-B1-XX-A-0115-P05 received on 22.04.21;  
Proposed Streetscene – drawing ref: 908-WW-B1-XX-A-0200-P03 received on 22.04.21;

Boundary Fence and Gate Detail – drawing ref: 908-WW-B1-XX-A-0500 received on 22.04.21;

Boundary Fence and Gate Detail – drawing ref: 908-WW-B1-XX-A-0501 received on 22.04.21.

Proposed drainage strategy received 22.4.21 - Hydrock Consultants Ltd 16764-HYD-XX-XX-TN-C-7000 Revision 1 dated 3 March 2021

Proposed Drainage Operations and Maintenance Manual received 22.4.21 - Hydrock Consultants Ltd 16764-HYD-XX-XX-TN-C-7001 revision 1 dated 3 March 2021

Arboricultural Method Statement and Tree Protection Plan (TP 2780/2106/TPP) - Tim Pursey 2021 received on 03 Aug 2021.

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

3. No above ground works shall commence on site until details, including samples and colours where required, of the materials used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved by the Local Planning Authority. This condition shall apply notwithstanding any indication as to these matters that have been given in the current application. The materials to be used in the development shall be in accordance with the approved details and retained in perpetuity unless otherwise approved by the Local Planning Authority.

Reason: To enable the Local Planning Authority to ensure the satisfactory appearance of the development, in accordance with Policies CP8 and CP14 of the adopted Stroud District Local Plan, November 2015.



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4. No development shall commence until a scheme for the provision of affordable housing as part of the development has been submitted to and approved by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing set out in the Glossary to the NPPF or any future guidance that replaces it. The scheme shall include:

i) the numbers, type, tenure and location on the site of the affordable housing provision which shall consist of not less than 30% of the dwellings.

ii) the timing of the construction of the affordable housing and its phasing relative to the occupancy of any open-market housing (if part of the scheme).

iii) details of the management of the affordable housing or the arrangements for the transfer of the affordable housing to another Registered Provider.

iv) the arrangements to ensure that the affordable housing provision is affordable for both first and subsequent occupiers.

v) the occupancy criteria to be used for determining qualifying occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The development shall be implemented strictly in accordance with the scheme so approved and maintained thereafter as such.

Reason: The development proposes more than 4 dwellings and therefore a minimum of 30% of the dwellings are required to be made affordable in accordance with Policy CP9 of the adopted Stroud District Local Plan (November 2015).

5. The dwellings hereby permitted shall not be occupied until details of a scheme of hard and soft landscaping for the site has to be submitted to and approved by the Local Planning Authority. This shall include the type, height and position of the proposed boundary treatments, species and size of plant, planting distances/densities and details of how the planting will be undertaken.

Reason: In the interests of the visual amenities of the area and in accordance with Policies HC1 and CP14 of the adopted Stroud District Local Plan, November 2015.

6. All hard and soft landscape works shall be completed in full accordance with the approved scheme, within the first planting season following completion of the development hereby approved, or in accordance with a programme submitted to and approved by the Local Planning Authority. Any plants which fail within a five



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year period must be replaced with a similar species and size of plant.

Reason: In the interests of the visual amenities of the area and in accordance with Policies HC1 and CP14 of the adopted Stroud District Local Plan, November 2015.

7. The development shall be undertaken in accordance with the arboriculture method statement (Tim Pursey 2021) including the Tree Protection Plan ref: (TP 2780/2106/TPP) received on the 03 Aug 2021 and all tree and root protection measures outline shall be implemented strictly in accordance with the approved details.

Reason: To preserve trees and hedges on the site in the interests of visual amenity and the character of the area in accordance with Policy ES8 of the adopted Stroud District Local Plan 2015.

8. All works shall be carried out in full accordance with the recommendations contained in the Preliminary Ecological Appraisal, Worcestershire Wildlife Consultancy, dated July 2020 already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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.

9. Within 3 months of commencement, a specification (including methodology and programme of implementation) for the enhancement of biodiversity through the provision of bird and bat boxes, hedgehog friendly fencing and a native planting scheme shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved specification and programme of implementation and be retained 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 2006.

10. The dwellings hereby permitted shall not be occupied until a SUDS management and maintenance plan for the lifetime of the development has been submitted to and approved by the Local



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Planning Authority.

For the avoidance of doubt shall include the following;

- i) appropriate arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime
- ii) Details of the access that is required to reach surface water management component for maintenance purposes.
- iii) Details of the measures for the safe and sustainable removal and disposal of waste periodically arising from drainage system, detailing the materials to be used and standard of work required including method statement.

Thereafter the agreed 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 in accordance with Policies ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

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:
  - i). 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 + A2:2017 Investigation of Potentially Contaminated Sites - Code of Practice.
  - ii). If identified as required by the above approved Phase 1 site investigation report, 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.
  - iii). If identified as required by the above approved Phase 2 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



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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:

iv). 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.

v). 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 ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

12. 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.

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

13. No demolition or construction shall take place until a Demolition and construction management plan or construction method statement has be submitted to and approved by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall include but not be restricted to:
- i) Parking of vehicle of site operatives and visitors (including



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measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);  
ii) Routes for construction traffic;  
iii) Any temporary access to the site;  
iv) Locations for loading/unloading and storage of plant, waste and construction materials;  
v) Method of preventing mud and dust being carried onto the highway (eg wheel washing facilities);  
vi) measures to control the emission of dust and dirt during demolition and construction  
vii) Arrangements for turning vehicles;  
viii) Arrangements to receive abnormal loads or unusually large vehicles; and  
ix) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: To reduce the potential impact on the public highway, accommodate the efficient delivery of goods and supplies and in the interest of the amenities of the surrounding area and local residents in accordance Policies CP13, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

14. Prior to the first occupation of the development hereby permitted the means of access for vehicles and pedestrians shall be constructed and completed in accordance with the approved plans.

Reason: In the interests of highway safety in accordance Policies CP13, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

15. Prior to the commencement of the development hereby permitted visibility splays shall be provided in accordance with the approved plans. Nothing shall be planted, erected and/or allowed to grow on the triangular area of the land so formed which would obstruct the visibility described above.

Reason: In the interests of highway safety in accordance Policies CP13, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

16. Prior to the first occupation of the development hereby permitted the car/vehicle parking areas (and turning space) shown on the approved plans shall be completed and thereafter the areas shall be kept free of obstruction and available for the parking of vehicles associated with the development.



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Reason: To ensure that there are adequate parking facilities to serve the development in accordance Policies CP13, CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

17. Prior to the first occupation of the development hereby permitted the cycle storage facilities shall be made available for use in accordance with the approved plans and those facilities shall be maintained for the duration of the development.

Reason: To promote sustainable travel and healthy communities and to accord with Policies CP8 and EI12 of the adopted Stroud District Local Plan, November 2015.

18. The dwellings hereby approved shall not be occupied until the infrastructure for Electric Vehicle Charging points for each of the dwellings has been installed. For the avoidance of doubt the infrastructure shall include ducting, electric cable to a dedicated consumer point on each dwelling. Thereafter the development shall be retained as such or replaced with charging equipment of the same, or improved specification.

Reason: To promote sustainable travel and healthy communities and to accord with Policies CP8 and EI12 of the adopted Stroud District Local Plan, November 2015.

### Informatives:

1. To help preserve the trees on the site in the interests of visual amenity it is recommended that prior to commencement of the development (including any ground clearance, tree works, demolition, or construction) a pre-commencement meeting must take place with the main contractor/ground workers with the local planning authority tree officer.
2. The development hereby approved will involve works to be carried out in the public highway and the applicant/developer is required to enter into a legally binding Highways Works Agreement (including appropriate bond) with Gloucestershire County Council before works commence. The Agreement will specify the works and the terms and conditions under which they are to be carried out.