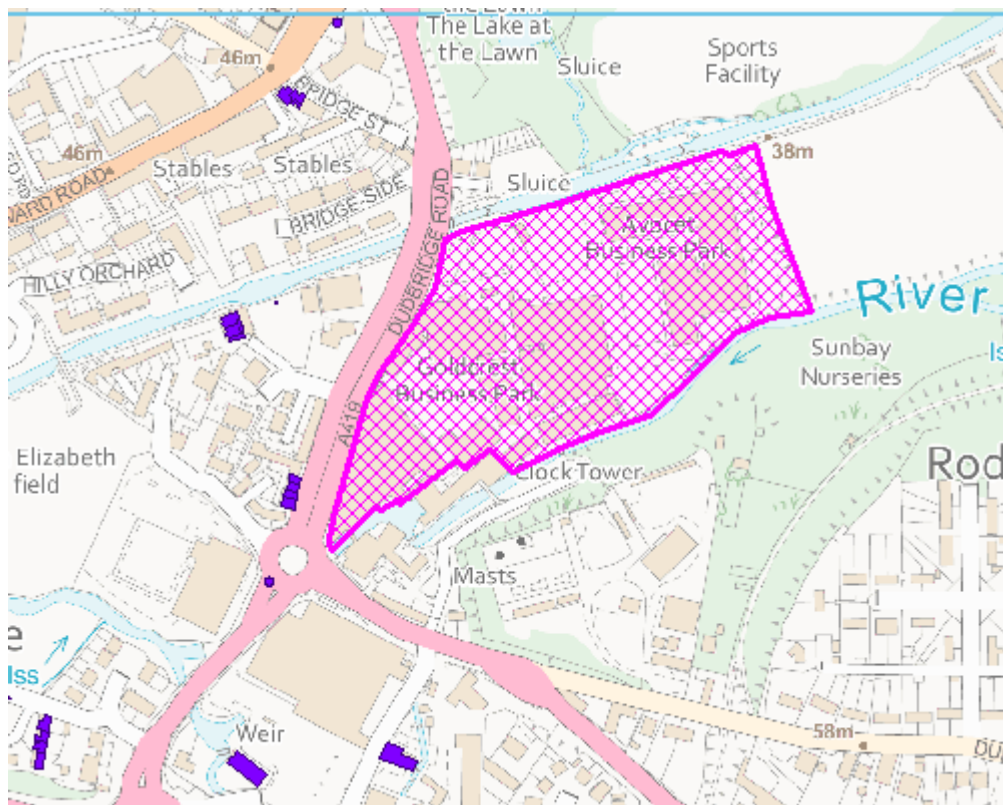




## Development Control Committee Schedule 29/03/2022

<b>Item No:</b>	<b>04</b>
<b>Application No.</b>	S.21/1152/REM
<b>Site Address</b>	Dudbridge Industrial Estate, Dudbridge Road, Stroud, Gloucestershire
<b>Town/Parish</b>	Cainscross Town Council
<b>Grid Reference</b>	383590,204751
<b>Application Type</b>	Reserved Matters Application
<b>Proposal</b>	Details of appearance, landscaping, layout & scale pursuant to the grant of outline planning consent under hybrid planning permission (S.17/1987/OUT dated 25th May 2018) for residential development comprising 94 no. dwellings.
<b>Recommendation</b>	Consent
<b>Call in Request</b>	Requested by Head of Planning





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<b>Applicant's Details</b>	Avocet Industrial Estates LLP C/O Walsingham Planning, 1 Gas Ferry Road, Hotwells, Bristol, BS1 6UN
<b>Agent's Details</b>	Miss S Bridges Walsingham Planning, 1 Gas Ferry Road, Hotwells, Bristol, BS1 6UN
<b>Case Officer</b>	Ranjit Sagoo
<b>Application Validated</b>	06.05.2021
	<b>CONSULTEES</b>
<b>Comments Received</b>	<p>Biodiversity Officer Contaminated Land Officer (E) The Environment Agency Mr M Taylor - South Cotswold Group Housing Strategy And Community Infrastructure Environmental Health (E) Historic England SW Contaminated Land Officer (E) Mr M Taylor - South Cotswold Group Environmental Health (E) Contaminated Land Officer (E) Mr M Taylor - South Cotswold Group Stroud Valleys Canal Company Rodborough Parish Council Biodiversity Officer Arboricultural Officer (E) Archaeology Dept (E) Historic England SW Cainscross Town Council Contaminated Land Officer (E) Mr M Taylor - South Cotswold Group Public Rights Of Way Officer Flood Resilience Land Drainage Housing Strategy And Community Infrastructure Environmental Health (E)</p>
<b>Constraints</b>	<p>Adjoining Canal Affecting the Setting of a Cons Area Berkeley Safeguard Area Consult area Conservation Area Flood Zone 2 Flood Zone 3 Glos Centre Env Records - Species Key Employment Land (LP) Key Wildlife Sites - Polygons Within 50m of Listed Building Cainscross Parish Council Affecting a Public Right of Way</p>



## Development Control Committee Schedule 29/03/2022

	Rodborough 3km core catchment zone Settlement Boundaries (LP)
	<b>OFFICER'S REPORT</b>

### MAIN ISSUES

- \* Principle of development
- \* Reserved matters compliance
- \* Appearance
- \* Landscaping
- \* Layout
- \* Scale

### DESCRIPTION OF SITE

The site comprises of 3.11ha of land (approx.) to the west of Stroud town centre. The site lies between the Stroudwater Canal to north and the River Frome to the south. To the west are existing buildings (conversion under separate reserved matters application) running along Dudbridge Road (the A419) that also provides site access. To the east is the Marling School playing field.

Adjacent to the site, on the other side of the river, is Dudbridge Mill, which is of late 19th century brick-built mill with close associations with the nearby watercourses and road network. The Mill has since been converted to residential use.

The existing site comprises has now been cleared of buildings / structures in readiness for the proposed residential development. It is noted that the site is relatively flat.

The north-west part of the site (approved under the hybrid application as full planning) lies the retail foodstore.

The site is located within the Industrial Heritage Conservation Area (IHCA) and is an integral part of the industrial heritage of the Stroud Valleys.

As defined by the Stroud Local Plan (adopted 2015), the site is allocated as a regeneration site under Policy E12 (Regenerating existing employment sites).

Based on the Environment Agency's Flood Map for Planning, the site is located within Flood Zone 3 (high probability of flooding).

### RELEVANT PLANNING HISTORY

Planning application ref: S.17/1987/OUT granted (25th May 2018) as a hybrid consent. The full planning permission related to the retail foodstore and flood mitigation measures. The outline (particularly relevant to this application) concerned outline permission for residential development to the east and south of the site area. The outline consent element requires the submission of reserved matters, the basis of this application.



## Development Control Committee Schedule 29/03/2022

Condition 21 of the hybrid application requires the approval of a Design Code for the outline element. This was approved on 11th January 2019 under planning ref: S.18/2270/DISCON. This informs the design and detailing of this reserved matters application.

It is noteworthy that the applicant has also submitted a reserved matters application for appearance, landscaping, layout and scale (under ref: S.21/1225/REM) - presented at Committee today as well. The proposal relates to the retrofit of Building A (Redler), Building B and Building J, providing 30 apartments, historic archive, cafe and associated bin and bike stores.

### PROPOSAL

The proposal seeks approval of reserve matters (details of appearance, landscaping, layout and scale) pursuant to the grant of outline planning consent under hybrid planning permission (S.17/1987/OUT) for residential development comprising 94 no. dwellings.

13x Two-bedroom units

81x Three-bedroom units

The proposal follows on from the general layout and positioning of buildings and that front onto the site access off Dudgridge Road. The proposed swale runs along the southern boundary with the River Frome.

The proposed buildings primarily comprise terraced blocks of about 5 / 6 plots that have parking at the front with some private amenity space at the rear. Height of the plots are over three storeys that includes a wide variety of materials, colours, texture and design features (such as, balconies, rooflights, pitched and flat roofs).

As indicated on the Masterplan and drawings, notable aspects of the development includes street trees, public space and shared cycle storage facilities.

### REVISED DETAILS

Revised drawings have been submitted following extensive consultations undertaken on the design details between the applicant and the Conservation Officer.

An Addendum will be issued when the applicant has submitted revised plans to address concerns raised relating to highways. The highways issues are explained further below:

- DUD-REMNB-02/21-A01 PROPOSED UNITS 1-6, 7-12, 13-18 (rev C)
- DUD-REMNB-02/21-A02 PROPOSED UNITS 19-23 (rev C)
- DUD-REMNB-02/21-A03 PROPOSED UNITS 24-26 (rev B)
- DUD-REMNB-02/21-A04 PROPOSED UNITS 27-28 (rev C)
- DUD-REMNB-02/21-A05 PROPOSED UNITS 29-34 (rev C)
- DUD-REMNB-02/21-A06 PROPOSED UNIT 35 (rev B)
- DUD-REMNB-02/21-A07 PROPOSED UNITS 36-45 (rev C)
- DUD-REMNB-02/21-A08 PROPOSED UNITS 46-55 (rev C)
- DUD-REMNB-02/21-A09 PROPOSED UNITS 56-58 (rev B)
- DUD-REMNB-02/21-A10 PROPOSED UNITS 59-62 (rev C)
- DUD-REMNB-02/21-A11 PROPOSED UNITS 63-76 (rev C)
- DUD-REMNB-02/21-A12 PROPOSED UNITS 77-79 (rev C)
- DUD-REMNB-02/21-A13 PROPOSED UNITS 80-85 (rev C)



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- DUD-REMNB-02/21-A14 PROPOSED UNITS 86-87 (rev C)
- DUD-REMNB-02/21-A15 PROPOSED UNITS 88-91 (rev C)
- DUD-REMNB-02/21-A16 PROPOSED UNITS 92-94 (rev C)
- DUD-REMNB-02/21-A17 PROPOSED CARPORTS, BIN&BIKE STORAGE (rev C)  
Landscape Plans:
  - 1065-0010 HARD LANDSCAPE PLAN (rev H)
  - 1065-0011 BOUNDARY TREATMENT (rev E)
  - 1065-0017 LANDSCAPE DETAIL (-)
  - 1065-0017 PUBLIC OPEN SPACE LAYOUT PLAN (rev G)
  - 1065-0018 PLANTING PLAN (rev G) o 1065-0019 PLANTING PLAN 1 (rev E)
  - 1065-0020 PLANTING PLAN 2 (rev E) Street Scenes and Sections
- DUD-REMNB-02/21 -SE01 Street Elevation A-A (rev C)
- DUD-REMNB-02/21 -SE02 Street Elevations B-B; B'-B'; C-C (rev C)
- DUD-REMNB-02/21 -SS0 1 Site section 1-1 (rev C) Masterplan and Additional Drawings
- DUD-REM-02/21 -00 Site Location Plan A
- DUD-REMNB-02/21 -01 Proposed Masterplan (rev I)
- DUD-REMNB-02/21 -02 Proposed Roof Plan (rev D)
- DUD-REMNB-02/21 -03 Proposed Heights Plan (rev D)
- DUD-REMNB-02/21 -04 Proposed Materials Plan (rev D)
- DUD-REMNB-02/21 -05 Proposed Ground Levels And FFL (rev D)
- DUD-REMNB-02/21 -06 Proposed buildings names and regions (rev C)
- DUD-REMNB-02/21 -07 Samples of Materials (rev B)

### **MATERIALS**

Proposed Material Plan sets out the wide range of proposed materials used, below lists main external materials relating to the buildings:

- Brick - smooth red, blue engineering and grey distorted
- Cladding - colours include: grey, dark grey, blue, green and orange
- Render - colours include: light beige, pacific blue, orchra, green
- Doors / windows - aluminium / timber

### **REPRESENTATIONS**

#### **Statutory Consultees:**

Revised drawings have been submitted following discussions with the applicant. As a consequence, consultees have been notified of revised information and an opportunity to make any further comments. Changes have primarily been to the detailed materials, external elevations, landscaping and a shared surface for the main access into the site.

Key concerns raised by consultees have also been address further below (Review of Consultation Responses).

Cainscross Parish Council (25.05.2021) - application noted.

Rodborough Parish Council (24.06.2021) - Rodborough Planning Committee make neutral comments but note concerns with increase in traffic and already high levels of pollution. Active Travel should be promoted and swift bricks to be installed in the buildings.



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Stroud Town Council (25.05.2021) - following concerns raised:

No detail relating to bin storage, bike stores and electric charging points

Lack of permeable surface, open space and landscaping

A high density development

Therefore, contrary to Policies CP5, CP8 and HC1 of the SDC Local Plan

SDC Environmental Health Officer (12.05.21 and 29.09.2021) - no objection. Attention drawn to Condition 47 of the hybrid application (ref: S.17/1987/OUT). This relates to the safeguarding of any noise from the supermarket service yard impacting upon future occupiers of the development.

SDC Refuse / Waste Management (08.03.2022) - there does not appear to be a vehicle sweep analysis within the documents which indicates the suitability of accommodating a 26 tonne waste collection vehicle within the development. In order to ensure waste can be collected from all properties within new developments, any roads and its underlying utilities need to be able to bear the weight of a fully laden 26 tonne vehicle and have sufficient space for a vehicle of this size to safely navigate through the development.

We would expect residents to remove waste containers from bin cupboards and bring them up to the highway to be collected.

SDC Contaminated Land Officer (26.05.2021 and 21.09.2021) - no objection. Attention drawn to Part C (Remediation Statement) of Condition 31 that has not been discharged for residential development.

SDC Tree Officer (18.05.2021) - unable to support the application as originally submitted and requesting additional information, summary of reasons include:

The tree planting needs to be extended into the car park (as illustrated on the master plan) to break up the hard surfacing. Fastiate species need to be selected and detailed.

- No details of lighting or signage have been shown on the landscape plans.

- The proposed landscaping needs to be increased on the southern boundary to help reduce flooding.

- A Planting specification needs to be submitted for the proposed landscaping at the entrance to the store (illustrated on the master plan).

- No information provided on establishment.

- No information provided on plant handling.

- The report does not contain any information on the following British Standards and how they relate to hard and soft landscaping.

- No information on the quality of the stock? Where will it come from? Who will check it for defects or disease?

SDC Conservation Officer - no objections following extensive engagement with the applicant's design team.

SDC - Biodiversity Team (16.09.2021) - Recommendations:

The landscaping scheme needs to be revised to show planting schemes along the proposed swale and within the development.



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If the above information cannot be provided Refusal is recommended for the following reasons:

The proposals do not fulfil the requirements of Local Plan Policy ES6 or the revised NPPF.

There is limited detail provided with regards to Landscaping and ecological enhancement.

The proposed swale should consist of native planting ideally larger native vegetation such as willow and alder in order to screen the development from the River Frome, we would also seek longer grassland including a wildflower mix. It is widely known that bats use the River Frome to commute through the landscape, making it a very important wildlife corridor through the more urbanised areas of Stroud. A study was undertaken by local bat experts assessing the species and usage of the river Frome corridor for foraging and commuting bats, out of this study one of the major barriers to some species particularly some of our rarer species was the lack of vegetation on the bank side and increased artificial lighting.

Increased vegetation along the swale will also provide further benefits to other wildlife such as birds, otter and invertebrates.

Soft landscaping within the development is limited and as such SDC would prefer to see increased street tree planting that will help to provide ecological and green infrastructure connectivity within the site.

Local Highway Authority (GCC) (13.05.2021) - application is deferred based on the following reasons:

The proposed development does not appear to conform to local design requirements and clarification is needed. The following matters should be addressed by the applicant.

The proposed street needs to be explained. There is no explanation from the designer on how the street has been derived and the layout does not appear to align with the outline masterplan which condition 18 sought to promote. The initial design was a "shared space" whereas the current proposal is a traditional road with physical traffic calming.

The alignment is straight and relies on "artificial" traffic calming to maintain slow speeds, these features are not desired and the design philosophy should naturally seek to maintain a slow speed environment through visual treatments and strong urban design. It is not clear how these feature assist in the promotion of active travel modes and appears to cause some difficulty in manoeuvring into and out of parking spaces.

The design needs to provide engineering details on width of streets, visibility splays at bends, junctions and accesses, and long and cross sections are required.

The street between plots 68 and parking spaces for 61 is excessively wide.

The pedestrian desire lines are not clear from the propose drawing both internally or at the site boundary. The layout shows a 1 in 3 slope adjoining the retail use but does not show how pedestrians are managed in this area. The footway also appears to reduce below 2m between plots 84-92, 26-37, 69-74.

The proposal has a significant level of frontage parking resulting in a near continuous run of dropped kerbs throughout the site. The local design guide, Manual for Gloucestershire Streets (MfGS), states that a maximum of 6 parking spaces should be consecutive.

Parking spaces have a poor relationship to the individual plots eg plots 45 and 54 MfGS requires that no junctions or accesses are within the "Y" distance of a junction, many accesses do not comply with this, additionally some are positioned where the Y distance for each access cannot be achieve due to the proposed road alignment.



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The relationship between cycle parking and vehicles is welcomed where is in a car port, however LTN 1/20 suggests that 1 cycle space per bedroom should be provided and as such the level of storage appears too limited. Additional so plots do not appear to have cycle parking ie plot 45.

The roads terminate on the eastern boundary without turning heads, these are required on all prospective highways.

The bend/junction opposite plot 78 is not acceptable as the balance of vehicle flows conflicts with the suggested priority.

Why does the street narrow at plot 86?

Lead Local Flood Authority (GCC) (17.05.2021) - landscaping shown in this proposal is in agreement with the requirements of the agreed drainage scheme, the LLFA recommend that this information is suitable to satisfy the reserved matters for this development from the perspective of flood risk management.

County Archaeologist (GCC) (01.06.2021) - no objection, subject to archaeological works being carried out under the approved Written Scheme of Investigation that forms part of the outline consent.

Historic England (27.05.2021 based on original plans) - the application site is located within the Stroud Industrial Heritage Conservation Area and specifically the Dudbridge Hub Character Area. This Conservation Area has been designated to protect the industrial components of the built heritage associated with the mill industry. Dudbridge Mill is a coherent example of a late 19th century brick-built mill and has close associations with the watercourses and road networks that surround it. Brick built mills are relatively rare in Stroud and as such this holds particular heritage significance. The buildings retained as part of the outline approval are locally important heritage assets and define the overall character of the site and should be seen as steering the design approach for the details of the Reserved Matters application.

The proposed layout of the site has evolved during previous iterations of the outline application and the current application seeks approval for the detailed design of the new residential development, as highlighted within the dotted boundary on the submitted site plan. Pertinent to this application is the approved Design Codes, submitted as part of S.18/2270/DISCON. We advised at the time that the codes represented a design tool that would will help deliver a development that would knit well into the existing historic industrial fabric. These codes would also ensure a character of development that would be interpreted as locally distinct, while not slavishly aping to the industrial aesthetic or presenting a pastiche of the surviving structures.

While the reserved matters details follow the massing and form of the residential units, as approved in the design code submission, there are some general changes, principally to fenestration that, in our view, have compromised the industrial aesthetic that the design codes secured. Windows on principal elevations have generally been reduced in size and depth, often resulting in overly squat proportions, presumably an adjustment to provide standard internal sill heights? Also, a degree of introduced asymmetry (for example units 75-77) creates a more domestic aesthetic which moves away from the more successful arrangement, as prescribed by the design codes. This is a general observation which is found throughout the proposed detailed elevational treatments. The overall result will not





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deliver the quality of place-making that we envisaged for this site and we therefore advise a closer approach to the approved design codes.

Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990. In Section 72 of the act refers to the council's need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties.

### Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraph 200 of the NPPF. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Historic England (21.01.2022 based on revised plans) - The latest set of amendments do not appear to have addressed the advice in our letter of 27th May 2021, principally concerns over fenestration and the apparent departure from the approved Design Codes, approved as part of S.18/2270/DISCON. We therefore advise that the scheme better reflects the codes that have already been agreed with the council and revisions made that will deliver a more consistent and site specific design within the Conservation Area.

### Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraph 206 of the NPPF. In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Ramblers Association (21.09.2021) - no objection

Environment Agency (22.09.2021) - no comment

**Public:** two letters of objection have been received from local residents, comments make reference to Stroud Civic Society objections.

Stroud Civic Society (20.05.2021) - have raised a number of concerns, summary below:  
Proposal incorrect on number of units



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Technical errors noted on drawings

Comments made relating to related cases on the Council's planning applications

Noted that some of the concerns raised relating to elevation treatment, however, there are substantial concerns still remaining

Revised proposal is mainly 3 / 4 storey buildings that have an industrial appearance

Soft landscaping has been mostly removed

Change in the arrangement of buildings

Approved Design Codes had little consultation and changes noted between the hybrid application

Cramped / high density residential accommodation

Limited green spaces - lack of vegetation, apart from the flood relief swale area

Lack of permeable surfaces

Lack of open space and landscaping

Pollution and noise from traffic

Preference towards a 21st century approach to design

Hard landscaping has been led by highway engineering

Concerns with main approach as shared surface street will be more like a 'drag strip' - narrow and raised crossing points have been removed

No detailed materials / samples specification for walls and roofs

Now resulting in a low quality landscape

Loss of the vegetation barrier to the east been removed to be totally removed, opening site to adjacent open space

Hedgerow planting will not be similar to the one lost

Only 24 / 25 trees spread throughout the development

Private gardens

Support concerns raised by the Biodiversity Team

Below seeks to capture comments relating to the detailed design:

It is noted that reference is made to attached carports and how this will result in reduced natural daylight into habitable room on ground floor

Units with render have random colours

Concern raised relating to those units with living room above ground floor with carrying shopping / taking rubbish out

Concerns raised relating to how some

Concerns relating to privacy have been raised for houses 31 and 33; 42 and 44

Consider that units with utility rooms are inefficient use of space and layout should be re-configured

Some units have balconies and some adjoining units do not, this is not consistent throughout

Building 1-6, 7-12, 13-18 parapets differ from the approved Design Code to the submitted drawings. Panels are shown on the submitted drawings but the Design Codes indicate them as brick

Difference in fenestration

Safety and security issues from location of bin / cycle storage

Some units have remote vehicle parking spaces

Outlook for house 34 directly onto blank wall

Building 46 - 55 changed from approved masterplan to back-to-back style of housing

No details for flat roof on house 62

Fire safety concerns relating to the windows and single access for each house



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Other issues raised relating to sustainability and affordability, summarised below:

Sustainability - little information provided on the use of sustainable materials and technology (use of energy, water management, SuDS, electric charge points, materials and improving on Building Regulation requirements).

Affordability - no affordable housing provided, no indication of housing association for rent or sold under shared ownership. Housing mix has changed since the hybrid application.

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

National Planning Policy Framework (NPPF) July 2021

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

Specific reference to, but not limited to:

- Paragraph 11 - Presumption in favour of sustainable development
- Paragraph 110 - promoting sustainable transport
- Paragraph 119 - making effective use of land
- Paragraph 129 - use of design guides and codes in support of an application
- Paragraph 130 - achieving well-designed places
- Paragraph 131 - new street trees
- Paragraph 158 - Climate change and flooding
- Paragraph 130 - achieving well-designed places
- Paragraph 174 - contribute to and enhance the natural local environment
- Paragraph 183 - Pollution
- Paragraph 197 - heritage assets and determining applications

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

Stroud District Local Plan

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

[https://www.stroud.gov.uk/media/1455/stroud-district-local-plan\\_november-2015\\_low-res\\_for-web.pdf](https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf)

CP1 - Presumption in favour of sustainable development.

CP4 - Place Making.

Site Allocation SA1a - Land at Dudbridge

CP7 - Lifetime communities

CP8 - New housing development

CP14 - High quality sustainable development.

ES1 - Sustainable construction and design.

ES3 - Maintaining quality of life within our environmental limits.

ES4 - Water resources, quality and flood risk.

ES6 - Providing for biodiversity and geodiversity.

ES7 - Landscape character.

ES10 - Valuing our historic environment and assets.

ES11 - Maintaining, restoring and regenerating the District's Canals.

ES12 - Better design of places.

EI2 Regenerating existing employment sites



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### Neighbourhood Plan

Cainscross Parish does not have a Neighbourhood Plan.

### Draft Local Plan

At the time of producing this report, the Council have submitted draft Local Plan to the Planning Inspectorate for Examination.

The application has a number of considerations which both cover the principle of development and the details of the proposed scheme which will be considered in turn below:

### **PRINCIPLE OF DEVELOPMENT**

The principle of development has been established with the approval of the hybrid application. As mentioned above, the applicant has submitted a separate application for the conversion of the existing buildings for residential development. This phase of the development would be new build with associated infrastructure.

Under Policy EI2 of the adopted Stroud Local Plan, the site is identified as a regeneration site and is allocation under SA1a - Land at Dudbridge. The commercial/retail part of the hybrid (full planning application) is the built and operational Lidl store. Therefore, the principle of development has already been established.

### **RESERVED MATTERS COMPLIANCE**

The approved hybrid application specifies several planning conditions which must be adhered to as part of any reserved matters submission:

Condition 1 - 'For those parts of the development which are hereby permitted in Outline, details of the access, layout, scale, external appearance of the buildings, and the landscaping (hereinafter called the "reserved matters") within each part of the development shall be submitted to the local planning authority for approval.'

Condition 2 - 'Applications for the approval of reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.'

Condition 5 - 'development hereby permitted shall be carried out in accordance with the following drawings but only in respect of those matters not reserved for later approval:

- a. Site Location Plan - ref. 1689/PA01
- b. Existing Site Plan Based on Topographical Survey - ref. 1689/PA02
- c. Proposed Lidl Floor and Roof Plan - ref. 1689/PA06
- d. Proposed Lidl Elevations - ref. 1689/PA07
- e. Existing Redler House Survey 1689/PA08
- f. Proposed Demolitions Plan - ref. P16-1427\_04 Sheet No: 02 Rev: B
- g. Proposed Demolitions Plan Contact Sheet - ref. P16-1427\_04 Sheet No: 04 Rev: A
- h. Indicative Site Layout - ref. P16-1427\_01 Sheet No: 02 Rev: J
- i. Indicative Building Heights Plan - ref. P16-1427\_06 Sheet No: 01
- j. Indicative Street Scenes - ref. P16-1427\_02 Sheet No: 02 Rev: H,
- k. Façade Retention Plan - ref. P16-1427\_05'



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Condition 18 - 'The Reserved Matters applications submitted pursuant to condition no.1 shall be in substantial accordance with the Indicative Site Layout - ref. P16-1427\_01 Sheet No: 02 Rev: J'

Condition 19 - 'The Reserved Matters applications submitted pursuant to condition no.1 shall be in substantial accordance with the Indicative Building Heights Plan - ref. P16-1427\_06 Sheet No: 01.'

Condition 20 - 'The Reserved Matters applications submitted pursuant to condition no.1 in relation to the buildings fronting on to the canal shall be in substantial accordance with the Indicative Street Scenes - ref. P16-1427\_02 Sheet No: 02 Rev: H.'

Condition 21 - 'Notwithstanding the approved plans, a Design Code for the outline element of the development hereby approved shall be submitted to the local planning authority either prior to or alongside the first application for approval of reserved matters which includes the erection of a new building. The Design Code shall be in substantial accordance with the approved Indicative Site Layout - ref. P16-1427\_01 Sheet No: 02 Rev: J, Indicative Building Heights Plan - ref. P16-1427\_06 Sheet No: 01 and Indicative Street Scenes - ref. P16-1427\_02 Sheet No: 02 Rev: H except where other planning conditions require otherwise and shall include a set of Design Principles including:

- a. the principles for determining the design, form, and external appearance of the buildings;
- b. potential arrangements for car parking;
- c. the principles for the design of the public realm;
- d. the principles for the laying out of the green infrastructure including the approved Flood Channel at the southern part of the site
- e. The location and general extent of the areas of play;
- f. Existing landscape features to be retained;
- g. Boundary treatments
- h. The palette of materials to be used
- i. The phasing or sequencing of the development.

Submissions for the approval of the reserved matters shall accord with the Design Code, or any revised version of the Design Code which has been submitted to and approved in writing by the local planning authority.'

Condition 36 - 'Applications for approval of Reserved Matters submitted pursuant to condition 1 shall ensure that there will be no less than 2no. 3m wide pedestrian links to the northern canal-side of the site. The links shall thereafter be retained and kept available for public use within the hours of 08:00 and 18:00 for 364 days of any year.'

Condition 37 - 'The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment, including Surface Water Drainage Strategy, (FRA Dated Feb 2018 and Addendum dated 22nd Feb 2018). No development shall take place within a phase until details of foul and surface water disposal serving that phase has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and completed before any buildings within that phase are occupied.'



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Condition 43 - 'Applications for approval of Reserved Matters for any phase containing new buildings shall include details of finished floor levels for the buildings in that phase. The finished floor levels shall be set no lower than 600mm above the modelled 1 in 100 year flood level including an allowance for climate change. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.'

The reserved matters for which this application is concerned with relate to appearance, landscaping, layout and scale. Each of these reserved matters is discussed in turn below and demonstrates that the scheme accords with the principles established by the hybrid consent and embodied in the conditions, in particular, the ones listed above.

### **APPEARANCE**

The design concept of new buildings seeks to reflect the industrial feel of previous use of the site but with a contemporary design approach. The concept (outline stage) through to reserved matters very much retains a varied architectural appearance that incorporates different colours, types of materials and built form/shape.

The development is based on four character areas/theme:

- Canal Boatyard - adjacent to the Canal at the northern boundary
- Sheet Metal - central area of the site
- Historic - south-east corner
- Woollen Mill - south-west

To name a few materials that have been used throughout:

- Brick (three colours - red, grey and slate blue)
- Render (four colours - cream, light green, blue and orange)

Incorporating a fusion of traditional brick built with pitched roof buildings and modern rendered external finish with external cladding roof adds a richness and interest.

Single storey carports attached to the front of the units along the south-west.

Initially, concerns had been raised by the Conservation Officer relating to the design detailing compared to this submission along the towpath facing onto the canal. This is considered a prominent view into the site and is important to display high quality built form.

Following extensive discussions with the applicant's design team and the Conservation Officer, adequate improvements have been made. The enhancements primarily relate to the external aesthetics of the buildings to better reflect the outline approval.

To assist Committee, the applicant has prepared a comparison between the outline (CGI heavy image), the first set of drawings under this reserved matters application and the amended drawings. It is apparent from this that the detailing has been reinstated and better reflects the overall design concept of the outline consent.



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As mentioned above, the original reserved matters drawings have been revised to address detailed design and to maintain the high standard of quality expected. Officers are therefore satisfied that the design of the proposal is acceptable.

### **LANDSCAPING**

The main access into the site includes street trees to soften the hard road surface and built form. The proposed grassed swale is located to the southern boundary that connects into the River Frome. To the north of the swale is built form with grassed linkages that lead onto the site access road.

The outdoor amenity space backs onto the swale and is enclosed by build form to the west and north which would provide overlooking of this space.

It is noted that the access into the site is a 3-metre-high red brick acoustic wall required running along the fence of the superstore carpark at the north. However, this is required to mitigate against noise and disturbance from the car park. Its stark appearance will be softened with a row of street trees.

Hard surfacing materials include:

Access road - mid grey coloured asphalt

Footpath - black coloured asphalt

Parking spaces - either light grey asphalt or concrete grass paving system with amenity grass infill

Surface around buildings - block paving

Although, initial concerns raised by the Tree Officer were made relating to the proposed landscaping scheme along the swale and within the development. However, there is a balance relating to soft landscaping and the character of the development reflecting the industrial heritage of the Conservation Area.

Nonetheless, concerns were raised with the applicant and through discussions with the Conservation Officer and the Biodiversity Team, additional landscaping has been introduced along part of the swale (south-west boundary between adjoining reserved matters application). There are additional planting (native hedge planting) along the south-west corner and additional tree planting between the access route (unit 18 and 19).

There are also additional tree planting and further tree planting agreed through the removal of visitor parking between the acoustics wall and unit 27.

It is noted that the additional units (two) have resulting in the loss of some trees, however, taking into consider the additional planting, it is felt that there is a balance struck between soft landscaping and character relating to the Industrial of the Conservation Area. Officers therefore consider the landscape is acceptable.



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### **LAYOUT**

The built form has been dictated by the linear route into the site and then opens up into a relatively large rectangular site area towards the east. This follows the indications given at outline stage and during the design code approval.

Buildings overlook the public realm and are in terraced formation with one example of one block that has a back-to-back arrangement with a shared courtyard at either end of the block.

The routes and buildings do relate to one another and access is now indicated as shared space. Pedestrian access can be achieved from the site onto the towpath at the north of the site. It is noted that there are two access points onto the towpath with a width of 3.2 metres (approx.). This is considered acceptable and meets the requirements of the outline and provides accessible connectivity. Officers therefore consider the layout is acceptable.

### **SCALE**

The southern boundary comprises primarily of a terraced row of around six units that are 3 storey with roof terrace. The units to the northern boundary are also arranged in a terraced block of 3 storey but with pitch roof. A four storey terraced units along the eastern boundary. There is a pair of semi-detached two storey located centre west of the site area. Finally, there are relatively small (single storey) cycle / bins storage potted throughout the development.

The scale of development is consistent with the approved outline application and Design Codes and Officers consider it acceptable.

### **REVIEW OF CONSULTATION RESPONSES**

Comments raised by residents have been addressed noted above, this section will summaries key points made in relation to the application:

Historic England - observations were made concerning the revised plans as there did not appear to have changed compared to the original plans. The officer followed up with a tel-conference with the Conservation Officer to run through the details. Additionally, the applicant produced a comparison of changes which has now addressed the consultee's concerns.

GCC Highways as LHA - the site is constrained with a relatively narrow linear access that then runs following the boundary of the acoustics fence. Therefore, the design of the access and location of buildings is a compromise due to heavy site constraints and physical features.

Since submission of the application, the applicant has made several changes which now incorporates shared surfacing. Whilst it is acknowledged that there has been deviation from shared space towards a traditional road with physical traffic calming. Taking into consideration amendments, such as, raised tables on three sections of the access road; bollards on one section of the bend to separate pedestrians from vehicle; removing some vehicle parking on the short section of the access; and a footpath on the north side of the access into the site, would help reduce vehicle speeds.





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The Conservation Officer has been instrumental in championing high quality design and ensuring that the standard has been maintained from outline stage through to reserved matters.

Biodiversity Team have requested further planting along the proposed swale and within the development, the comments have been taken on board and as explained above, the scheme has now incorporated more planting.

Comprehensive comments have been received from Stroud Civic Society. The development is based on the principle of an industrial appearance to reflect the historical significance of the site and the wider Conservation Area. As explained above, design enhancements have been made to the canal elevation and in parts which better reflects the outline planning application.

The proposal does incorporate more soft landscaping and there is the balance between the planting and the character of the Conservation Area.

The design is made up of character areas and this is reflected with the canal side (to the north), industrial heritage (main part of the site / central) and the river (to the south). The typology, mixed palette of materials and external design details are key attributes to a high quality development.

Although, carports would reduce natural daylight windows, it is not felt that this would have an adverse effect due to the internal layout of rooms and that light can be captured from windows on the opposite elevation.

It is also noted that units positioned at right angles would not result in 'direct overlooking'. This is due to the window positioning and sizes, thus not have an overbearing impact. The room width, narrow windows closest to the inside corner of the building and practical field of view.

Traffic calming has been address.

To include private gardens on all the units would not be in accordance with the Design Code and outline consent. Additionally, the mix between some with balconies and some without has been deliberate to follow on form the design concept of an industrial.

During the outline stage, viability was taken into consideration and the cost of site remediation, therefore, it providing affordable housing would have made the development unviable.

The scheme has incorporated cycle storage within the design and proposes to install electric vehicle charge points, although it may not be possible to enforce without a condition attached within the planning decision.

### **CONCLUSION AND RECOMMENDATION**

This reserved matters application is considered consistent with the approved outline planning consent and in general accordance with the approved design codes, specifically relating to the residential elements of the scheme.

Although, the objection from the GCC Highways is noted, it is felt that subsequent amendments (pending) which includes a raised table at the two bends would reduce vehicle



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speeds and the removal of some vehicle parking spaces at the corners address the safety concerns raised with the other matters having already been approved by the outline permission.

The proposal would create a scheme that balances the significance of the heritage and character of the site and provide a high quality development that is consistent with the outline approval.

The proposal is therefore recommendation for approval subject to the minor revised plans relating to the highway works.

### **HUMAN RIGHTS**

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

	<p>1. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:</p> <p>Listed to be updated</p> <p>Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.</p>
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