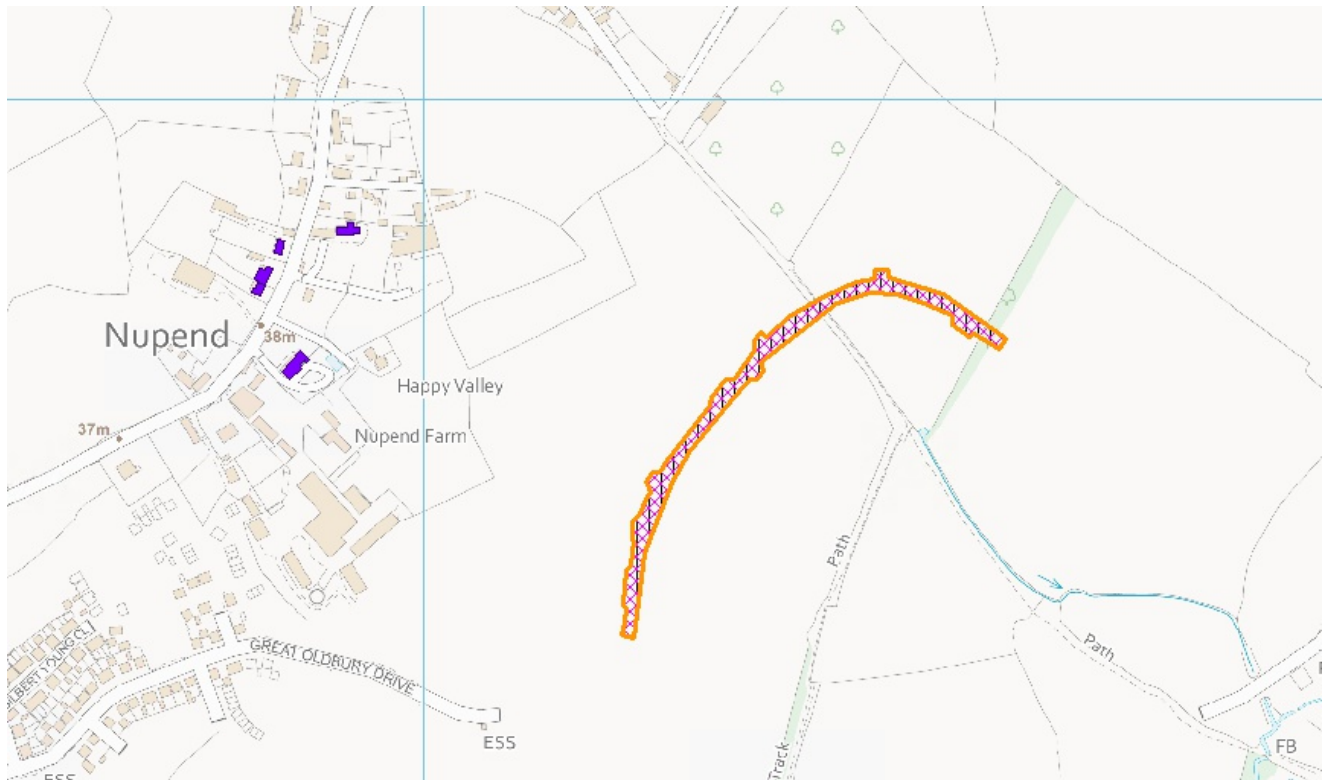




## Development Control Committee Schedule 14/06/2022

<b>Item No:</b>	<b>02</b>
<b>Application No.</b>	S.21/2815/REM
<b>Site Address</b>	Phase 4B Land West Of Stonehouse, Great Oldbury Drive, Great Oldbury, Gloucestershire
<b>Town/Parish</b>	Eastington Parish Council
<b>Grid Reference</b>	379212,206692
<b>Application Type</b>	Reserved Matters Application
<b>Proposal</b>	Phase 4B Primary Infrastructure (Highway)
<b>Recommendation</b>	Approval
<b>Call in Request</b>	Land West of Stonehouse Application





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<b>Applicant's Details</b>	Robert Hitchins Limited The Manor, Boddington Lane, Cheltenham, GL51 0TJ,
<b>Agent's Details</b>	None
<b>Case Officer</b>	Simon Penketh
<b>Application Validated</b>	02.12.2021
	<b>CONSULTEES</b>
<b>Comments Received</b>	Eastington Parish Council Development Coordination (E) Mr M Taylor - South Cotswold Group Archaeology Dept (E) Flood Resilience Land Drainage SDC Water Resources Engineer Environmental Health (E) Contaminated Land Officer (E) Biodiversity Officer
<b>Constraints</b>	Neighbourhood Plan Eastington Parish Council Affecting a Public Right of Way SAC SPA 7700m buffer Surface flooding 1 in 100 years Surface flooding 1 in 30 years
	<b>OFFICER'S REPORT</b>

### **1 MAIN ISSUES**

- o Principle of development
- o Local Character, Design and Appearance
- o Highway Impact and Accessibility
- o Landscaping

### **2 DESCRIPTION OF THE SITE**

2.1 The application site is confined to the proposed route of further section of Primary Road Infrastructure associated with the Great Oldbury development. The site is linear in form and links the existing roundabout, immediately to the North of housing land parcel H11, to implemented road infrastructure associated with land parcels H16 to H20 in the East of the Great Oldbury development. The site is part of Outline Planning Permission S.14/0810/OUT which includes consent for up to 1350 dwellings, 9.3 hectares of employment land and a mixed use local centre and new primary school.

2.2 The development approved under the outline planning permission is well underway with a number of residential parcels and community infrastructure consented, nearing completion or complete and occupied. Significant infrastructure is already in place including a primary school, primary routes, public transport facilities, cycle and walking routes and open space facilities.



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### **3 PROPOSAL**

3.1 The application seeks approval of reserved matters under outline permission S.14/0810/OUT. The application details the provision of primary highway infrastructure to provide access from Great Oldbury Drive to future residential development coming forward on land parcels H13, H14 and H15 as well as the second phase of sports pitches (and associated facilities). The proposed development consists of the laying out of a new highway and access spurs leading from Great Oldbury Drive.

### **4 REVISED DETAILS**

4.1 Additional plan showing extent cycle provision on the west side of the highway up to the area of the future recreation facilities.

### **5 MATERIALS**

5.1 Road will be metalled in accordance with Gloucestershire County highway Authority requirements.

### **6 REPRESENTATIONS**

#### **6.1 - Parish/Town Councils:**

##### **6.1.1 - Eastington Parish Council**

6.1.1.1 The application directly affects four public rights of way and yet they are not mentioned in the application or shown on the plans.

6.1.1.2 Consideration needs to be given to the public footpaths and bridleway on the site, particularly where they run alongside the hedges and attenuation pond and where engineering works affect their gradient/camber.

6.1.1.3 The Parish Council has been advised that local horse riders are preparing to submit a Definitive Map Modification Order related to additional rights and new routes in the fields forming part of this application. The Parish Council would therefore like to see provision for horse riders through and around the fields forming part of this application.

6.1.1.4 Details of the LEAP are not provided in this application how will they be secured?

#### **6.2 - External Agencies**

##### **6.2.1 - Ramblers Association**

6.2.1.1 Offer no comment.



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### **6.3 - Stroud District Council Technical Officers**

#### 6.3.1 - Bio-Diversity Officer

6.3.1.1 No ecological information has been submitted with this application. However, by cutting through hedgerows and other areas of vegetation there is potential that during construction of the proposed road harm to animals may occur. The Biodiversity Officer therefore recommends that the following condition is included in any granting of planning consent:

- a) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:
- i) The locations of where machinery and materials will be stored,
  - ii) Details as to where excess spoil will be stored and distributed,
  - iii) Methods and Timings for the removal of vegetation likely to support breeding birds,
  - iv) Full details of measures that will be taken when clearing vegetation with potential to support reptiles and great crested newts,
  - v) The role and responsibilities on site of an ecological clerk of works ECOW or similarly competent person.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

#### Reason

To ensure that protected and priority species and priority habitats are safeguarded in accordance with The Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 as amended, The Hedgerow Regulations 1997, Circular 06/2005, the National Planning Policy Framework (in particular section 11), and Policy ES6 of the Stroud District Local Plan 2015, and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

#### 6.3.2 - Water Resources Engineer

6.3.2.1 Defers to the Lead Local Flood Authority

#### 6.3.3 - Contaminated Land Officer

6.3.3.1 Wishes to offer 'no comment'.

#### 6.3.4 - Environmental Health Officer

6.3.4.1 Wishes to offer 'no comment'.



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### **6.4 - Gloucestershire County Council Technical Officers**

#### **6.4.1 - Highway Authority**

6.4.1.1 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.

6.4.1.2 The justification for this decision is provided below.

6.4.1.3 I refer to the above planning application ref S.21/2815/REM which was received on 08 December 2021, previous application S.14/0810/OUT, revised drawings and Construction Method Statement and Transport Plan (Revised) received on 08 April 2022 and amended drawing STH.PH4B.SK01 received on 12 May 2022.

6.4.1.4 The site is located in Parcel 4B of the Stonehouse Grove development which received outline planning under application 14/0810/OUT.

6.4.1.5 The application proposes to provide the main access road which will link Phase 3A to Phase 4A and provide access to Parcels H13, H14 and H15. The route of the road complies with the Indicative Masterplan and will therefore be acceptable.

6.4.1.6 Parcel H13 will gain access from Road 04 and Road 05. Parcel H14 will gain access from Road 03 and Parcel H15 will gain access from Road 02 with an additional access being provided for the sports pitches. The locations of the proposed accesses will comply with the Indicative Masterplan and will therefore be acceptable. Drawing 273-PH4B-415 Rev C Visibility and Dimensions shows visibility from the proposed roads onto the main access road which will be acceptable.

6.4.1.7 The proposed access road will have a 6.5m wide carriageway which is widened in places to allow 2 buses to pass which will be acceptable. Previous drawings proposed that the carriageway would be flanked by 2m wide footways which did not comply with Manual for Gloucestershire Streets (MfGS) Addendum (October 2021) which requires that segregated walking and cycling infrastructure is provided on new roads to comply with LTN 1/20 Cycle Infrastructure Design. Drawing STH.PH4B.SK01 Sketch 01 - Proposed Cycleway Provision now proposes to provide a 2m footway to the southern/eastern side of the carriageway and a 3m wide shared foot/cycleway to the northern/western side, which, whilst not complying with the MfGS Addendum provides an acceptable compromise between current standards and the approved Masterplan avoiding the need for cyclists to cycle on the carriageway adjacent to the laybys where the risk of collisions is greater.

6.4.1.8 Drawing H.0324\_08-1F Indicative Masterplan which was approved under application



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S.14/0810/OUT shows that the proposed road is tree lined. MfGS Addendum (October 2021) and National Planning Policy Framework (NPPF) Paragraph 131 require that new streets are tree lined. Drawing STH.PH4B.SK01 Sketch 01 - Proposed Cycleway Provision shows trees which are within the open space on the north western side of the carriageway but not within the highway boundary and trees within residential gardens fronting the south/eastern side of the carriageway which, whilst providing a tree lined street raises concerns regarding future retention and maintenance to the trees. Further details will be required regarding the mechanism that will be used secure and retain the trees for the future.

6.4.1.9 Drawing STH.PH4B.SK01 Sketch 01 - Proposed Cycleway Provision does not show the connection to the roundabout junction with Phase 3A, however, it would appear that the bank of 3 spaces immediately north of the roundabout has been reduced to 2 spaces which will assist when vehicles are manoeuvring into and out of parking spaces and will be acceptable.

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

### 6.4.2 - County Archaeologist

6.4.2.1 All archaeological matters have been dealt with under the outline application and I have no further observations to make on this reserved matters application.

### 6.4.3 - Lead Local Flood Authority LLFA

6.4.3.1 The LLFA recommend that this information is suitable to satisfy the reserved matters for this development from the perspective of flood risk management.

NOTE 1 :The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency

NOTE 2 : Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.

NOTE 3: Any revised documentation will only be considered by the LLFA when resubmitted through [suds@gloucestershire.gov.uk](mailto:suds@gloucestershire.gov.uk) e-mail address. Please quote the planning application number in the subject field.

## 6.5 - Other Interest Groups

### 6.5.1 - The Ramblers Association

6.5.1.1 No objection. Recommend that the new footpaths proposed be added to the PROW network





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### **6.6 - Public**

6.6.1 One response has been received raising objection. The comments raise the following points for consideration;

6.6.2 Horse riders have been exercising their horses around the perimeter of this field for many years. Especially more so since the bridleway has been carved up by numerous road crossings and the influx of people from the estate walking their dogs. Dogs chasing/worrying horses has increased and so the riders use this field for trotting and cantering as they are able to clearly see any approaching dogs.

6.6.3 The Council have requested that cyclists be safely provided for so would it be possible to show the same consideration for local horse riders.

6.6.4 The writer has requested that Hitchins contact the local horse riders to discuss any alternative suitable areas of the new estate that may dedicated for local horse riders to safely exercise their horses in a gait faster than a walk.

## **7 NATIONAL AND DEVELOPMENT PLAN POLICIES**

### 7.1 - National Planning Policy Framework July 2021

### 7.2 - Adopted Local Plan; Stroud District Local Plan (adopted) 2015.

#### *Strategic Objectives and Allocations*

- SA2 Site Allocation Land West of Stonehouse
- SO1 Accessible Communities
- SO4 Transport and Travel
- SO5 Climate Change and Environmental Limits

#### *Core Policies*

- CP1 Presumption in favour of Sustainable Development.
- CP2 Strategic Growth and Development Locations.
- CP3 Settlement Hierarchy.
- CP4 Place Making

#### *Core Policies - Homes and Communities*

- CP6 Infrastructure and Developer Contributions
- CP7 Lifetime Communities
- CP8 New Housing Development
- CP14 High Quality Sustainable Development

#### *Delivery Policies - Homes and Communities*

- HC1 - Residential Development in Urban Areas

#### *Delivery Policies - Economy and Infrastructure*

- EI11 Promoting Sport, Leisure and Recreation



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EI12 Promoting Transport Choice and Accessibility.

EI13 Protecting and Extending our cycle routes

*Delivery Policies - Environment and Surroundings*

ES3 Maintaining Quality of Life Within Our Environmental Limits

ES4 Water Resources, Quality and Flood Risk

ES6 Biodiversity and Geodiversity

ES7 Landscape Character

ES8 Trees and Hedgerows and Woodlands

ES10 Valuing Historic Environment and Assets

ES12 Better Design of Places.

ES14 Provision of Semi-Natural and Natural Green Space with New Residential Development

ES15 Provision of Outdoor Play Space

### 7.3 - Eastington Neighbourhood Development Plan (2019)

EP1 Sustainable Development

EP2 Protect and Enhance Biodiversity and the Natural Environment.

EP4 Siting and Design of New Development and Conservation.

EP8 Traffic and Transport

EP9 Public Rights of Way and Wildlife Corridors

### 7.5 - County Level Development Plan

Gloucestershire Local Transport Plan (2020 to 2041)

Minerals Local Plan (2018 to 2032)

## **8 PRINCIPLE OF DEVELOPMENT**

8.1 The application seeks approval of reserved matters under outline permission S.14/0810/OUT. The application details the provision of primary highway infrastructure to provide access from Great Oldbury Drive to future residential development coming forward on land parcels H13, H14 and H15 as well as the second phase of sports pitches (and associated facilities). The proposed development consists of the laying out of a new highway and access spurs leading from Great Oldbury Drive.

8.2 The application site is part of land identified for strategic growth under policy SA2 (Land West of Stonehouse) of the Stroud District Local Plan (November 2015). Subsequently, outline planning permission was granted under application S.14/0810/OUT (14th April 2016) comprising up to 1350 dwellings, employment development and a mixed use local centre and new primary school. Development of the site as a whole is well under way.

8.3 The Area Master Plan for this area of the development has been submitted in parallel with this planning application and appears elsewhere on this agenda. The proposed development is consistent with the route identified in that document. The route is also consistent with the Indicative Master Plan for the whole of the Great Oldbury development that was approved at the outline stage.





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8.5 Officers are satisfied that the proposed development under consideration is consistent with the development parameters set out in the approved Indicative Master Plan and as such the principle of the proposed development is established.

8.6 Accordingly, significant weight in favour is attributed to this factor. The assessment of this application should only consider those matters and issues pertinent to them. For the avoidance of doubt, the application is made only in pursuance of the proposed new highway. It is not submitted in respect of the open space/recreation facilities (including the LEAP's). The assessment is set out in detail below.

### **9 LOCAL CHARACTER, DESIGN AND APPEARANCE**

9.1 The existing site consists of an open area of land that rises to the North of the existing spine road. The site is former agricultural land set aside for the construction of new residential development and the second phase of recreational sports pitches (and associated facilities). The agricultural land is enclosed by hedging and field boundaries.

9.2 The development subject of this proposal is new highway. This would provide primary highway infrastructure that would open up land parcels H13 to H15 for development and would form the remaining part of the main Northern access road that links back to Great Oldbury Drive from the existing roundabout junctions in the centre and East of the wider development.

9.3 This application site is tightly confined to the area of the new highway. As such it does not include specific landscaping measures. The route of the new highway is such that it would cut through existing hedges associated with the agricultural land. It is not proposed to remove the hedges in their entirety, but some hedging will be lost where the route passes through. It should be noted that the proposed route aligns very closely (almost identically) with the indicative route agreed as part of the Indicative Master Plan approved at the outline planning permission stage. As such, this route is considered to be established in principle.

9.4 Whilst there is no specific landscaping details included with this application, the Indicative Master Plan (outline stage) and the Area Master Plan provides the basis for providing appropriate landscaping as part of further phases of the Great Oldbury Development associated with land parcels H13 to H15. In relation to this length of new highway, the master plans indicate that new street trees will be planted within the open space/recreational facilities and within front garden areas and verges that will provide a strong avenue of trees. This would be consistent with the wider Great Oldbury Development. It is noted that the applicant indicates that legal covenants will be secured on private property such that trees will be protected and maintained as part of the ownership of those properties. Similarly, front garden areas would also be protected from being lost to additional hard standing areas through legal covenants. Landscaping details are required to be submitted with future reserved matters applications for those phases and officers are satisfied that such detail is not required for this 'reserved matters' application.



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9.5 The appearance of the road will be functional. The road surface will be metalled (black top tarmac) and surface colour changes/features will be used to demarcate crossing locations. This is consistent with the wider Great Oldbury development.

9.6 Accordingly, officers are satisfied that the development detail under this reserved matters application is acceptable in this regard. iNeutral weight is attributed to this factor.

### **10 ARCHAEOLOGY & HISTORIC ENVIRONMENT**

10.1 The Gloucestershire County Archaeologist has confirmed that there is no archaeological interest affected by the proposed development. Accordingly, officers are satisfied that the development is acceptable in that regard.

### **11 ENVIRONMENTAL ISSUES**

11.1 *Ecology* - The Stroud District Council Biodiversity Officer has considered the proposed development in the context of ecological constraints associated with the application site. Officers are satisfied that the development is acceptable in ecological terms, subject to appropriate measures for the protection of ecology during the construction phase. The applicant has provided a detailed Construction Environmental Management Plan as part of this submission and officers are satisfied that this appropriately addresses this requirement. The measures can be secured via and appropriately worded condition in the event that this application is approved. iNeutral weight is attributed to this factor.

11.2 *Drainage/Hydrology* - The site is within Flood Zone 1 and as such is not itself at risk from flooding. Comprehensive engineering drawings have been provided with the application that set out the surface water mitigation and control methods. The Lead Local Flood Authority has confirmed that the proposed drainage engineering is acceptable. These measures can be secured via an appropriately worded planning condition in the event that this application is approved. Accordingly, officers are satisfied that the development would provide acceptable surface water drainage. iNeutral weight is attributed to this factor.

11.3 *Arboriculture* - The application site does not contain any individual or grouped Tree Preservation Orders. Whilst the land is criss-crossed by hedging including hedgerow trees, the site subject of this application is devoid of existing trees. This application does not propose specific landscaping or planting as it is confined to the proposed new highway. However, further reserved matters applications to come forward (such as residential parcels and recreational facilities) will include landscaping and new trees in the detail. Officers are satisfied that the opportunity to bring forward positive tree planting can be secured at that stage. i weight is attributed to this factor.

11.4 *Ground Conditions* The Contaminated Land Officer has confirmed that there are no specific contamination issues associated with the site or the development of the football pitches generally. *Neutral* weight is attributed to this factor.

11.5 *Public Rights of Way/Bridleways* - The comments of the Parish Council and local residents regarding equestrian issues are noted. As set out earlier in this report, the development area is confined to the extent of the new highway. The development will not



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result in the alteration or loss of existing bridleways (or other forms of public rights of way). This planning application does not provide the opportunity for wider equestrian activity improvements as such issues are beyond the remit of this application. However, the proposed road way will cross the existing bridleway (Eastington Bridleway 12) that follows a route from Nupend Lane in a South-easterly direction towards the new Primary School and Great Oldbury Drive. The application includes details of the crossing. This is similar to the crossing point already installed close to the Primary School and are satisfied that this is acceptable. Any approval of this application would include a specific condition to secure that detail. Accordingly, the proposed development is considered to be acceptable in this regard. *Neutral* weight is attributed to this factor.

11.6 During the construction phase, it may be necessary to temporarily close or divert the PROW. This is a matter for Gloucestershire County Highways (Public Rights of Way Team) under an appropriate highways legislation.

11.7 Notwithstanding the above, the applicant has indicated that they are prepared to discuss access and enhanced use of existing bridle ways/equestrian activities in liaison with equestrian groups and Gloucestershire County Council.

### **12 HIGHWAY IMPACT AND ACCESSIBILITY**

12.1 The Highway Authority has confirmed that the proposed development is acceptable in highway safety, access and amenity terms. It should be noted that the recommendation to defer does not relate to the planning merit of the proposal and this is addressed below. The development includes a new cycle route that provides for cycle access to the future recreational facilities without the need to cross parking laybys to be provided in the new highway. The new road is wide enough to accommodate future bus routes should there be demand and it is not necessary to provide bus shelters as these are only necessary on the main bus route which follows Great Oldbury Drive. As noted above, the development will provide a specific bridleway crossing. Informal Pedestrian crossing points/traffic calming is also to be provided as part of the new road.

12.2 The proposed highway will include the necessary junction spurs to allow access to future phases of the development. In particular, this would open up vehicular access to the future recreational facilities and parking associated with the sports pitches. The applicant has indicated that this phase would come forward quickly in response to local demand and to complete the facilities already installed immediately to the West.

12.3 The Highway Authority has noted that the final design of the highway will be subject to s.38 of the highways Act, and suggest that planning permission is subject to such an agreement (as such recommending deferral). However, it is important to note that the Local Planning Authority need only be satisfied that the development can be made safe through appropriate design. The Highway Authority has indicated clearly that the design of the road is acceptable and safe. The s.38 approval is a technical highway matter (focussed upon the construction of the highway for adoption purposes) and a separate procedural obligation. It is not appropriate or reasonable to with hold planning permission to accommodate separate highway authority approval under s.38. Notwithstanding this, officers are confident that s.38



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approval will be given and necessary solutions resolved without the need to materially alter the planning merit of the development. Any approval of this planning application would be conditioned such that the development is implemented in accordance with the details submitted and considered to be acceptable by the Highway Authority.

12.4 Accordingly, officers are satisfied that the development is acceptable in this regard. *Neutral* weight is attributed to this factor.

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

13.1 The proposed development is consistent with the wider masterplan for Great Oldbury and development that has already been implemented. The proposed development would provide an important link and open up development land for the next phases of development associated with parcels H13 to H15 including new recreational facilities designed to cater for wider demands of the local population and district. Officers attribute significant weight in favour to this factor.

13.2 Officers are satisfied that the proposed development would not lead to an unacceptable impact in highway safety terms or in terms of the amenity of the surrounding residential areas. Officers are also satisfied that future development phases of the development can provide appropriate landscaping and ecological mitigation consistent with the masterplan for the development.

13.3 Accordingly, officers consider that the benefits of the proposed development are not outweighed by any negative impact and as such the proposed development should be approved.

### **14 HUMAN RIGHTS**

14.1 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.

### **15 RECOMMENDATION**

15.1 That reserved matters consent is approved subject to the conditions set out in this report.



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### Subject to the following conditions:

- Plans  
The development shall proceed strictly in accordance with the details shown on the following drawings;

273-PH4B-003	LOCATION PLAN
273-PH4B-330-01	HEADWALL DETAILS SHEET 1
273-PH4B-330-02	HEADWALL DETAILS SHEET 2

as received by the Local Planning Authority on 25th November 2021

273-PH4B-170 A	BRIDLEWAY CROSSINGS
273-PH4B-250-01 C	KERBING, SURFACING & MARKING-SHEET 1
273-PH4B-420 B	GULLY CATCHMENT PLAN
273-PH4B-550 B	MANHOLE SCHEDULES
273-PH4B-P-200 B	ROAD AND SEWER LONGSECTIONS

as received by the Local Planning Authority on 2nd March 2022

STH.PH4B.E.4 Rev B	SITE COMPOUND (REVISED)
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as received by the Local Planning Authority on 9th March 2022

STH.PH4B.SK01	PROPOSED CYCLE PROVISION
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as received by the Local Planning Authority on 17th May 2022

273-PH4B-100 REV H	GENERAL ENGINEERING
273-PH4B-150-01 REV F	DETAILED ENGINEERING-SHEET 1
273-PH4B-150-02 REV G	DETAILED ENGINEERING-SHEET 2
273-PH4B-150-03 REV G	DETAILED ENGINEERING-SHEET 3
273-PH4B-250 REV D	KERBING, SURFACING & MARKING-SHEET 2
273-PH4B-400 REV F	SECTION 38
273-PH4B-405 REV D	VEHICLE SWEEP PATH
273-PH4B-415 REV D	VISIBILITY AND DIMENSIONS
273-PH4B-500 REV F	SECTION 104
273-PH4B-510 REV C	FLOOD EXCEEDANCE ROUTING

as received by the Local Planning Authority on 20th May 2022

Reason: For the avoidance of doubt



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2. In Accordance with CEMP

The development hereby approved shall be implemented strictly in accordance with the Construction Environmental Management Plan (CEMP) as received by the Local Planning Authority on 9th March 2022.

Reason: To protect wider environmental interest in accordance with Policy ES3 and ES6 of the Stroud District Local Plan 2015

3. In Accordance with CMSTP

The development hereby approved shall be implemented strictly in accordance with the Construction Method Statement and Transport Plan (CMSTP) as received by the Local Planning Authority on 9th March 2022.

Reason: To reduce the potential impact on the public highway in accordance with Policies ES3 of the Stroud district Local Plan (November 2015)

Informatives:

1. ARTICLE 35 (2) STATEMENT - The case officer contacted the applicant/agent and negotiated changes to the design that have enhanced the overall scheme.