



Development Control Committee Schedule 16/06/2020

Item No:	03
Application No.	S.19/2329/FUL
Site No.	PP-08253480
Site Address	Garages, Mount Pleasant, Wotton-Under-Edge, Gloucestershire
Town/Parish	Wotton Under Edge Town Council
Grid Reference	376267,193200
Application Type	Full Planning Application
Proposal	Erection of five residential dwellings with associated parking and landscaping (revisions to S.18/1289/FUL)
Recommendation	Permission
Call in Request	Town Council



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Applicant's Details	Terrain (Plant) Holdings Ltd C/O Stokes Morgan Planning Ltd, Kestrel Court, 1 Harbour Road, Portishead, BS20 7AN
Agent's Details	Stokes Morgan Planning Ltd Kestrel Court, 1 Harbour Road, Portishead, BS20 7AN
Case Officer	Rachel Brown
Application Validated	29.10.2019
	CONSULTEES
Comments Received	Housing Strategy and Community Infrastructure Manager Wessex Water (E) SDC Water Resources Engineer Development Coordination (E) Contaminated Land Officer (E) Wotton Under Edge Town Council Public Rights of Way Officer Severn Trent Water Ltd (E) Wotton Under Edge Town Council
Constraints	Area of Outstanding Natural Beauty Consult area Neighbourhood Plan Wotton under Edge Town Council Affecting a Public Right of Way Settlement Boundaries (LP) Village Design Statement
	OFFICER'S REPORT

MAIN ISSUES

- Principle of development
- Design and appearance
- Residential Amenity
- Highways
- Landscape
- Affordable Housing
- Obligations

DESCRIPTION OF SITE

The site is located at Mount Pleasant, within the settlement of Wotton under Edge. The site currently comprises car parking and vacant garages.

The site is within the Cotswold Area of Outstanding Natural Beauty. There are no nearby listed buildings and the site is not within a conservation area.

PROPOSAL



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The application seeks permission for the erection of five residential dwellings with associated parking and landscaping. This is a revised application following a previous permission S.18/1289/FUL (Erection of 4 two storey residential dwellings).

REVISED DETAILS

Revised drawings omit the front dormers and reduce the footprint; Solar photovoltaic panels and electric vehicle charging point added

Drainage strategy submitted (14/12/19)

MATERIALS

Walls: Bath stone/render

Roof: Plain tiles

Doors/windows: RAL 9010

REPRESENTATIONS

Statutory Consultees:

GCC PUBLIC RIGHTS OF WAY

"This development does not appear to affect the nearby public right of way CWE61 which shares the drive to this property. The Footpath should not be obstructed by vehicles or construction at any time. If there is any suggestion that it will, whether through a need for a temporary closure or permanent diversion then contact should be made with the PROW team at the earliest opportunity."

WESSEX WATER

"Thank you for the consultation in respect of the above. Please find attached a map showing the approximate location of our services near the site.

Wessex Water has no objections to this application and can advise the following information for the applicant:

The Planning Application

The planning application indicates that foul sewerage will be disposed of via the main sewer.

Rainwater running off new driveways and roofs will require consideration so as not to increase the risk of flooding. The current planning submission indicates that rainwater (also referred to as "surface water") will be disposed of via sustainable drainage systems.

Applying for new drainage and water supply connections

If your proposals require new connections to the public foul sewer and public water mains, notes and application forms can be found here.

Are existing public sewers or water mains affected by the proposals?

Wessex Water will not permit the build over of public shared sewers by new properties. Your contractor must undertake private survey to determine the precise location of the existing public foul sewer which crosses the site. Easements are usually 3 metres either side of public sewer, subject to application sewers can sometimes be diverted, at the applicants cost, to achieve suitable easements. Further details can be found here:

The surface water strategy



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One of our main priorities in considering a surface water strategy is to ensure that surface water flows, generated by new impermeable areas, are not connected to the foul water network which will increase the risk of sewer flooding and pollution.

You have indicated that surface water will be disposed of via sustainable drainage systems.

There are currently no surface water drainage plans available to view. Surface water must be disposed of via the SuDS Hierarchy which is subject to Building Regulations.

There must be no surface water connections into the foul network."

SDC ENVIRONMENTAL HEALTH

"With respect to this application, I would recommend the following conditions: -

1. No demolition works shall commence (to include the existing garages) unless and until a plan detailing methods, controls and management procedures relating to removal of Asbestos Containing Materials associated with the development site has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that risks from asbestos to future users of the land and neighbouring land are minimized and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

2. 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.

3. 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.

Burning Informative:

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of smoke/fumes and odour during the construction phases of the development by not burning materials on site. It should also be noted that the burning of materials that give rise to dark smoke or the burning of trade waste associated with the development, are immediate offences, actionable via the Local Authority. Furthermore, the granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated smoke, fume or odour complaints be received."

SEVERN TRENT WATER

"Thank you for the opportunity to comment on this planning application. Please find our response noted below:

With Reference to the above planning application the company's observations regarding sewerage are as follows.



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I can confirm that we have no objections to the proposals subject to the inclusion of the following condition:

The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority, and

The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is to ensure that the development is provided with a satisfactory means of drainage as well as to prevent or to avoid exacerbating any flooding issues and to minimise the risk of pollution.

Severn Trent Water advise that there may be a public sewer located within the application site. Although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under the Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and contact must be made with Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building.

Please note that there is no guarantee that you will be able to build over or close to any Severn Trent sewers, and where diversion is required there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is vital therefore that you contact us at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent."

SDC CONTAMINATED LAND OFFICER

"Thank you for consulting me on the above application. I have no comments."

SDC WATER RESOURCES ENGINEER

"The applicant has not submitted a drainage proposal. This needs to be submitted before I can comment further."

Following the submission of the Drainage Strategy Report, no further comments received.

GCC HIGHWAYS



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"No objection (Subject to conditions)

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason: - To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 of the National Planning Policy Framework.

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2m back along each edge of the access, measured from the carriageway edge, extending at an angle of 45 degrees to the footway, and the area between those splays and the footway shall be reduced in level and thereafter maintained so as to provide clear visibility at a height of 600mm above the adjacent footway level.

Reason: - To avoid an unacceptable impact on highway safety by ensuring that adequate pedestrian visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 the National Planning Policy Framework.

Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. 1679(L)20H with any gates situated at least 5.0m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway and with the area of driveway within at least 5.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: - To reduce potential highway safety impact by ensuring that a safe and suitable access is laid out and constructed that minimises the conflict between pedestrians, cyclists and vehicles in accordance with paragraph 108 and 110 of the National Planning Policy Framework.

The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 1679(L)20H, and those facilities shall be maintained available for those purposes thereafter.

Reason: - To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 108 and 110 of the National Planning Policy Framework.



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The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan drawing no. 1679(L)20H and those facilities shall be maintained for the duration of the development.

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

Throughout the construction and demolition period of the development hereby permitted provision shall be within the site that is sufficient to accommodate the likely demand generated for the following:

- i. parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. provide for wheel washing facilities

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods in accordance with paragraph 110 of the National Planning Policy Framework.

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

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

NOTE: GCC currently has no technical specification for shared space. This is an adoption matter to which GCC are not obliged to adopt any highway. GCC will only adopt roads that meet our published technical specification.

SDC HOUSING STRATEGY AND COMMUNITY INFRASTRUCTURE MANAGER

"Thank for you for consulting me on this application.

Unfortunately, we are unable to pursue an affordable housing element from this site as the threshold for Wotton Under Edge is 10 units."

WOTTON UNDER EDGE TOWN COUNCIL

"Wotton-under-Edge Town Council objects to this application for the following reasons: CP8/1 and HC1/1 - inappropriate density for that location.



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CP8/3 - inappropriate layout and parking.

CP8/4 - the design of the buildings does not meet best of class sustainability and carbon reduction techniques.

CP9 - none of the proposed houses are designated "affordable".

CP13- does not provide appropriate parking in that location and, as a result will be detrimental to road safety and contribute to significant highways problems.

CP14/5 - design and appearance contrasts with the existing adjacent new estate and is not respectful of surroundings.

HC1/7 - inadequate private amenity space provided.

EI12 - inadequate parking provision. Developer has not demonstrated that the level proposed would not have a detrimental impact on the local road network.

The previously approved application (S18/1289/FUL) permitted the development of 4 two bedroom properties with 8 parking spaces on this former garage site. Wotton Town Council objected to this application because of the huge impact on local parking provision. The social housing which surrounds this site was built by the local authority without individual garages or any parking provision, other than on this site. Closure of this garages site has led to parking on all available spaces such as verges, street corners which subsequently causes traffic chaos - especially as this is a bus route and makes emergency access difficult. This new application now proposes 5 three bedroom houses but offers only 10 parking spaces for the larger houses proposed and it is unlikely that space 8 could be used if all others are occupied. Whilst it is accepted that the number of parking spaces meets, in theory, SDC's minimum standards for Wotton, the increase in the number and size of the houses has the potential to exacerbate the local parking problem, as evidenced by the overspill onto the nearby roads from the adjacent new Full Moon development. In addition, the attempt to build 5 houses with highly limited amenity areas on the site is regarded as over-development and the style is out of keeping with the adjacent Full Moon development, unlike the original permitted application (S18/1289/FUL) where care was taken to match the appearance. Three storey properties are unacceptable in this location and out of keeping with the local vernacular. There is also a concern that the proposed properties are right on the road edge and well in front of the building line of all of the existing houses in Mount Pleasant.

The proposed design of the housing does not include measures to help achieve Stroud District Council's Carbon Neutral 2030 target; indeed, there are hardly any renewable energy measures at these proposed properties. EV charging points should be provided at each of these properties.

None of the houses are "affordable" - at least one of these should be such.

There is a need for a construction method statement given the difficult location and parking/access problems at the site.

If the planning officer is minded to approve, despite all of the above strong reasons to refuse this application, then this Council requests that the application is called in to Development Control Committee."



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Following the submission of revised drawings, the following response was received on 27/05/2020:

"Wotton-under-Edge Town Council objects to this application for the following reasons:

CP8/1 and HC1/1 - inappropriate density for that location.

CP9 - none of the proposed houses are designated "affordable".

CP13- does not provide appropriate parking in that location and, as a result will be detrimental to road safety and contribute to significant highways problems.

HC1/7 - inadequate private amenity space provided.

EI12 - inadequate parking provision. Developer has not demonstrated that the level proposed would not have a detrimental impact on the local road network.

The previously approved application (S18/1289/FUL) permitted the development of 4 two bedroom properties with 8 parking spaces on this former garage site. Wotton Town Council objected to this application because of the huge impact on local parking provision. The social housing which surrounds this site was built by the local authority without individual garages or any parking provision, other than on this site. Closure of this garages site has led to parking on all available spaces such as verges, street corners which subsequently causes traffic chaos - especially as this is a bus route and makes emergency access difficult. This new application now proposes 5 three bedroom houses but offers only 10 parking spaces for the larger houses proposed and there is no visitor parking. Whilst it is accepted that the number of parking spaces meets, in theory, SDC's minimum standards for Wotton, the increase in the number and size of the houses has the potential to exacerbate the local parking problem, as evidenced by the overspill onto the nearby roads from the adjacent new Full Moon development. In addition, the attempt to build 5 houses with limited amenity areas on the site is regarded as being over-development of the site. There is also a concern that the proposed properties are right on the road edge and well in front of the building line of all of the existing houses in Mount Pleasant.

2 EV Charging points is insufficient. Each house should have two allocated parking spaces, one of which should have an EV charger.

None of the houses are "affordable" - at least one of these should be such.

There is a need for a construction method statement given the difficult location and parking/access problems at the site.

The public footpath through the site (PROW 61) appears to have been blocked off at the Eastern edge of the site. Free access must be retained and the GCC Rights of Way officers should be consulted to ensure that the proposals are acceptable.

If the planning officer is minded to approve, despite all of the above strong reasons to refuse this application, then this Council requests that the application is called in to Development Control Committee."

Public:

At the time of writing this report (06/04/20) 1 letter of objection had been received. Objections raised on the following grounds:

- Overlooking



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- Design

At the time of writing this report (06/04/20) 2 letters of comment had been received. The following comments were raised:

- Lack of details of boundary
- Siting of bin store
- Loss of car parking
- Lighting to car parking

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

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

Stroud District Local Plan.

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

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

Local Plan policies considered for this application include:

CP1 - Presumption in favour of sustainable development.

CP3 - Settlement Hierarchy.

CP9 - Affordable housing.

CP14 - High quality sustainable development.

HC1 - Meeting small-scale housing need within defined settlements.

ES3 - Maintaining quality of life within our environmental limits.

ES6 - Providing for biodiversity and geodiversity.

ES7 - Landscape character.

ES12 - Better design of places.

Neighbourhood Development Plan

Wotton under Edge has been designated as a neighbourhood; however as yet not submitted a Neighbourhood Development Plan

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)

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 site lies within the defined Settlement Boundary of Wotton under Edge, defined as a Second Tier Settlement within the adopted Local Plan, where there is a presumption in favour



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of development subject to design and amenity considerations and to a satisfactory means of access being provided. The site is within walking distance of the town centre and is set amongst other residential properties. In this respect the principle of further residential development on the site can be supported, however, the further consideration of the design, layout and appearance of the scheme has to be assessed.

DESIGN AND LAYOUT

The proposal is for one pair of semi-detached dwellings and a terrace of three dwellings fronting the highway with garden and parking to the rear. The surrounding area comprises mostly two storey terraced houses. Immediately to the north of the site is a recently constructed residential development of two storey dwellings fronting the highway.

The proposed dwellings would be 3-storey. Initially it was proposed to include dormer windows, however following extensive negotiations with the agent, the dormers have been removed. The accommodation in the roof space would now be served by roof lights in the rear facing roof slope. The overall footprint of the proposed dwellings would be slightly larger to that previously approved, but not so significant that the dwellings would appear unduly dominant within the street scene. The roof ridge height would be very slightly lower than that of the previous scheme.

The siting of the new dwellings would respect the building of the new development to the north. The size and design would be compatible and would be in keeping with this part of Wotton under Edge.

The siting of the dwellings and their general layout would not compete with the surrounding form of the area and there would be no detrimental impact caused to the character and appearance of the street scene.

The arrangement of the plot as detailed would provide adequate garden for the proposed dwellings, compliant with the standards set out in the Council's Residential Design Guide and in keeping with the form of surrounding development. Ample space would remain so as to ensure the plots did not appear cramped or overdeveloped.

Following the comments made by the Town Council regarding lack of renewable energy provision, Solar photovoltaic panels and electric vehicle charging point have been added to the latest revised drawings.

RESIDENTIAL AMENITY

The new dwellings would be positioned forward of the existing neighbouring properties to the south, but given their orientation, would not cause issues regarding over shadowing. There would be a separation distance of approximately 5 metres and there are no principal room



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windows in the neighbouring property that directly overlook the site. Given the degree of separation and position of new dwellings in relation to the neighbouring properties, there would be no significant overbearing issues. The proposed dwellings have been designed to maintain privacy levels.

There is a development of recently constructed dwellings to the north. The nearest dwelling, Plot 1, has no principal room windows directly overlooking the site. There is a slight overlap in the footprint, with the proposed dwellings projecting approximately 2m further back than the rear elevation of the neighbour plot 1, however given the degree of separation this is not sufficient enough that the proposed development would cause unacceptable shadowing or overbearing issues.

The development would not have a harmful impact on the amenities of neighbouring occupiers.

HIGHWAYS

Each new dwelling will share the one altered vehicular access off Mount Pleasant leading to allocated parking at the rear of the site with ten parking spaces detailed. The proposal safeguards the route of the existing public right of way across the application site.

Historically the access served 18 garages and therefore this proposal should result in less vehicular movements into the site. Concerns have been made regarding the loss of parking (from the garages formerly on the site) and the increase in cars parked on the road. In September 2015 the Council's Housing Committee reviewed its district wide garage ownership and resolved to rationalise its garage stock via various options including their redevelopment and/or sale. The principle of residential development of this site has already been accepted with the previous approval. In respect of the current proposal, two parking spaces will be provided for each dwelling, in compliance with the Council's adopted parking standards. The proposal would not be detrimental to highway safety.

The local highway authority raises no objection subject to conditions.

LANDSCAPE

The site is located within the Cotswold Area of Outstanding Natural Beauty however is surrounded by built form and the residential development in this location would not have a harmful impact on the wider landscape within this part of the AONB.

OBLIGATIONS/AFFORDABLE HOUSING

The Council has implemented a Community Infrastructure Levy (CIL). A completed CIL additional questions form has been submitted with the application.

Adopted Local Plan policy CP9 seeks to ensure an adequate and well targeted supply of affordable housing across the District. In this case however we are unable to pursue an affordable housing element from this site as the threshold for Wotton Under Edge is 10 units.

REVIEW OF CONSULTATION RESPONSES

Letters of objection and comment have been received in response to the application and these are available to view on the electronic planning file.



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The objections and comments raised have been duly noted and considered in full in the main body of this report.

RECOMMENDATION

In light of the above, it is considered that the proposal complies with the policies outlined and is recommended for permission.

HUMAN RIGHTS

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

Subject to the following conditions:	<ol style="list-style-type: none">1. 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 2004.2. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below: Site Plan Proposed of 09/04/2020 Plan number = 20N Proposed ground floor plan of 27/02/2020 Plan number = 21I Proposed first floor plan of 27/02/2020 Plan number = 22J Proposed second floor plan of 09/04/2020 Plan number = 23J Proposed West and East Elevations of 09/04/2020 Plan number = 24K Proposed North and South Elevations of 27/02/2020 Plan number = 25F Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.3. No works shall take place on the external surfaces of the building(s) hereby permitted until samples of the materials to be used in the construction works have been submitted to and approved in writing
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by the Local Planning Authority. Development shall then only be carried out in accordance with the approved details.

Reason:

In the interests of the visual amenities of the area.

4. 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.

Reason:

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

5. The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason:

To avoid an unacceptable impact on highway safety by ensuring that adequate visibility is provided and maintained to ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 of the National Planning Policy Framework.

6. The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2m back along each edge of the access, measured from the carriageway edge, extending at an angle of 45 degrees to the footway, and the area between those splays and the footway shall be reduced in level and thereafter maintained so as to provide clear visibility at a height of 600mm above the adjacent footway level.

Reason:

To avoid an unacceptable impact on highway safety by ensuring that adequate pedestrian visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all



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people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with paragraphs 108 and 110 the National Planning Policy Framework.

7. Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. 1679(L)20M with any gates situated at least 5.0m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway and with the area of driveway within at least 5.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason:

To reduce potential highway safety impact by ensuring that a safe and suitable access is laid out and constructed that minimises the conflict between pedestrians, cyclists and vehicles in accordance with paragraph 108 and 110 of the National Planning Policy Framework.

8. The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan drawing no. 1679(L)20M and those facilities shall be maintained for the duration of the development.

Reason:

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

9. Throughout the construction and demolition period of the development hereby permitted provision shall be within the site that is sufficient to accommodate the likely demand generated for the following:

- i. parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. provide for wheel washing facilities

Reason:

To reduce the potential impact on the public highway and accommodate the efficient delivery of goods in accordance with paragraph 110 of the National Planning Policy Framework.



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

Reason:

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

11. The buildings hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no. 1679(L)20M, and those facilities shall be maintained available for those purposes thereafter.

Reason:

To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 108 and 110 of the National Planning Policy Framework.

12. No construction site machinery or plant shall be operated, no process shall be carried out and no demolition or 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.

Reason:

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

13. No demolition works shall commence (to include the existing garages) unless and until a plan detailing methods, controls and management procedures relating to removal of Asbestos Containing Materials associated with the development site has



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been submitted to, and approved in writing by, the Local Planning Authority.

Reason:

To ensure that risks from asbestos to future users of the land and neighbouring land are minimized and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. Prior to the occupation of the development hereby permitted, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the Local Planning Authority. The boundary treatment shall be completed in accordance with the approved details before the dwellings are occupied and maintained as such thereafter.

Reason:

In the interests of the amenities of local residents and to ensure the satisfactory appearance of the development, in accordance with Policies HC1 and ES3 of the Stroud District Local Plan.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 2015 (or any order revoking and re-enacting that order with or without modification), no development permitted under Article 3 and described within Classes A to E of Part 1 of Schedule 2, shall take place.

Reason:

In the interests of the amenities of the local residents and the surrounding area and to comply with Policies HC1 and ES3 of the adopted Stroud District Local Plan, November 2015.

Informatives:

1. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of smoke/fumes and odour during the construction phases of the development by not burning materials on site. It should also be noted that the burning of materials that give rise to dark smoke or the burning of trade waste associated with the development, are immediate offences, actionable via the Local Authority. Furthermore, the granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated smoke, fume or odour complaints be received.
2. Gloucestershire County Council currently has no technical specification for shared space. This is an adoption matter to which Gloucestershire County Council are not obliged to adopt any



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highway. Gloucestershire County Council will only adopt roads that meet our published technical specification.

3. The Footpath should not be obstructed by vehicles or construction at any time. If there is any suggestion that it will, whether through a need for a temporary closure or permanent diversion then contact should be made with the PROW team at the earliest opportunity.