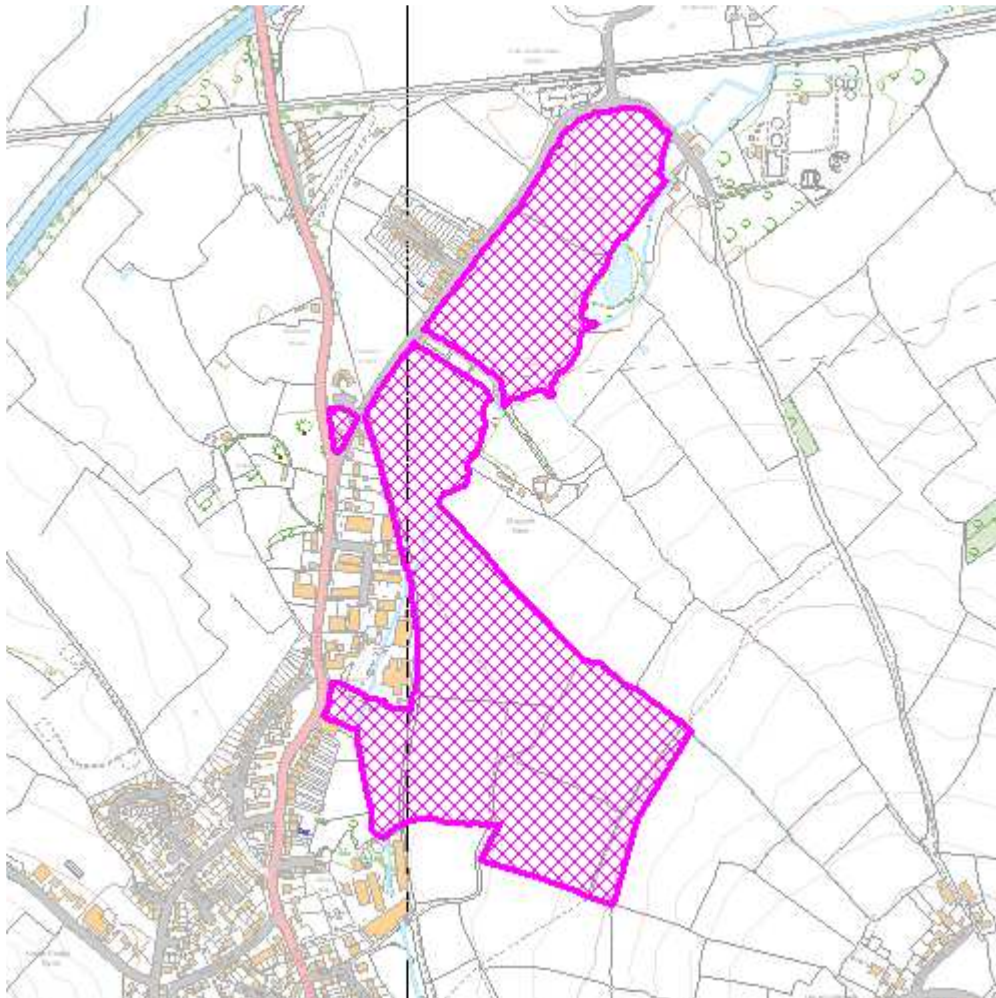




## Development Control Committee Schedule 29/11/2016

<b>Item No:</b>	<b>04</b>
<b>Application No.</b>	S.15/2804/OUT
<b>Site No.</b>	PP-04646354
<b>Site Address</b>	Land North East Of, Draycott, Cam, Gloucestershire
<b>Town/Parish</b>	Cam Parish Council
<b>Grid Reference</b>	375148,201237
<b>Application Type</b>	Outline Planning Permission
<b>Proposal</b>	A mixed use development comprising of up to 450 dwellings, 10.7 hectares of employment land for Use Classes B1, B2 and B8 with associated parking and servicing; open space and landscaping including riverside park; flood storage ponds and infrastructure; creation of new vehicular accesses to Draycott (A4135) and Box Road and supporting infrastructure and utilities.





## Development Control Committee Schedule 29/11/2016

<b>Applicant's Details</b>	Mr Bathurst Limited PO BOX 339, Stroud, Gloucestershire, GL6 7AY, United Kingdom
<b>Agent's Details</b>	Mr Philip Staddon 26 Lea Crescent, Longlevens, Gloucester, Gloucestershire, GL2 0DU United Kingdom
<b>Case Officer</b>	Ceri Porter
<b>Application Validated</b>	23.12.2015
<b>RECOMMENDATION</b>	
<b>Recommended Decision</b>	<b>Resolve to Grant Permission</b>
<b>Subject to the following conditions:</b>	<p>1. Details of the layout, access, scale, appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") within each part of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any development is commenced within that reserved matters area (herinafter referred to as 'a phase'). The development shall be carried out as approved in accordance with the submitted plans and drawings.</p> <p>Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.</p> <p>The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.</p> <p>Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.</p> <p>2. Submission for the approval of reserved matters for any phase shall be in general accordance with Design and Access Statement (Revision C April 2016) and the following Development Brief drawings within it:</p> <p>Concept Masterplan - Drawing Number ALP.P.14 Rev C The Public Realm - Drawing Number ALP.P.13 Rev C Land Use &amp; Delivery - Drawing Number ALP.P.10 Rev C Parameter - Access &amp; Movement - Drawing Number ALP.P.12 Rev C</p>



## Development Control Committee Schedule 29/11/2016

Landscape - Drawing Number ALP.P.11 Rev C  
Residential Design Guide - Drawing Number ALP.P.15 Rev C

Reason: In the interests of ensuring the development proceeds in accordance with the approved parameters in the interest of good design.

3. The area identified on the concept masterplan ALP.P.14 Rev C as 'Land for Future Development' at the south east of the site is excluded from this permission.

Reason: For the avoidance of doubt and to ensure the proper planning of the area.

4. Plans and particulars submitted pursuant to condition 1 above shall include the following details:

- a. Details of access arrangements including surface material finishes for the highways, footpaths, cycle ways, private drives and all other hard surfaces;
- b. All soft and hard landscaping of the site, public open space, play areas and details of screen walls, fences and other means of enclosure
- c. details of existing and proposed ground levels and proposed finished floor levels and building heights;

Development shall be carried out and completed in accordance with the approved details.

Reason:

For the avoidance of doubt and to ensure that sufficient information is provided in the interests of good design in accordance with Policies ES12, CP14 and SA3 (4, 5, 6).

5. No work to construct any building shall commence on site until details (including samples) of the walling, roofing and fenestration to be used in the construction of the external surfaces of the building works hereby permitted have been submitted to and approved by the Local Planning Authority. This shall include a schedule of which materials shall be used on each buildings. Development shall then only be carried out in accordance with the approved details.

Reason:

Information required as part of the detailed design phase in the interests of the visual amenities of the area.



## Development Control Committee Schedule 29/11/2016

6. Plans and particulars for each phase of development pursuant to condition 1 above shall include the following details:

Details of access arrangements, including surface material finishes for the highways, footpaths, cycle ways, private drives and all other hard surfaces;

The hard and soft landscaping of the site and details of screen walls, public open space, play areas and conservation/biodiversity areas, fences and other means of enclosure;

Details of existing and proposed ground levels and proposed finished floor levels and building heights.

Development shall be carried out and completed in accordance with the approved details.

Reason: For the avoidance of doubt and in accordance with policies ES12, CP14 ES6 and SA3 (4, 5, 6) of the adopted Stroud District Local Plan (November 2015).

7. Within each phase of the development hereby approved no hedges or trees shall be removed or felled unless the removal or felling is part of an approved landscaping scheme.

Reason:

To accord with Policy ES8 of the Stroud District Local Plan (19th November 2015).

8. Details of fencing for the protection of existing trees within any phase of the development shall be submitted to and approved in writing by the local planning authority. The fencing shall accord with BS 5837:2005 (Trees in Relation to Construction). Before any equipment, machinery or materials are brought into that phase for the purpose of the development, the fencing shall be erected in accordance with the approved details. The fencing shall be retained until all equipment, machinery and surplus materials have been removed from that phase. No excavations for services, storage of materials or machinery, parking of vehicles, deposits or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme without the prior written consent of the Local Planning Authority.

Reason:

To accord with Policy ES8 of the Stroud District Local Plan (19th November 2015).



## Development Control Committee Schedule 29/11/2016

9. Prior to commencement of development details of the phasing of landscaping shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:

To ensure landscaping features are provided within appropriate time periods in accordance with policies ES12 and SA3(6) of the adopted Stroud District Local Plan (November 2015).

10. All planting, seeding or turfing comprised in the approved details of landscaping for each phase shall be carried out and completed in the first planting and seeding seasons following last occupation of that phase. Any trees, plants or areas of turfing which within a period of five years from the completion of that phase of the development become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Head of Development Services of Stroud District Council or an officer of equivalent rank gives written consent to any variation.

Reason:

For the avoidance of doubt and in accordance with Policies ES12 and SA3(4,5, 6) of the Stroud District Local Plan (19th November 2015).

11. Precise details of the means of access and layout on any reserved matter Phase shall be submitted to and approved in writing by the local planning authority before any development begins on that Phase. The development shall be carried out in accordance with the approved details. No building on the development shall be occupied on any Phase until the associated carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason:

To minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with Paragraphs 32 and 35 of the National Planning Policy Framework and Policies SA3 and EI12 of the Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

12. No more than 126 dwellings (or any other development mix generating the same level of peak hour traffic) shall be occupied until the highway improvement works at the junction of Tilsdown/Dursley Road/Kingshill Road have been completed broadly in accordance with Figure 6.16 of the submitted Transport Assessment.

**Reason:**

To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with paragraph 32 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).

13. No more than 251 dwellings (or any other development mix generating the same level of peak hour traffic) shall be occupied until the highway improvement works at the junction of Woodfield Road/Tilsdown/A4135 Cam Pitch junction have been completed broadly in accordance with Figure 6.10 of the submitted Transport Assessment.

**Reason:**

To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with paragraph 32 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).

14. The employment development hereby approved shall not exceed a total of 34,885msq gross floor area. Development of use class B1 shall not exceed 17,629sqm and development of Use Class B2 shall not exceed 10,473sqm and development of Use Class B8 shall not exceed 6783sqm. The use classes referred to in this condition are those defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).

**Reason:**

To ensure that the proposed mix of employment development will not exceed the level of traffic impact assessed within the submitted transport assessment including the agreed highway improvement works in accordance with Paragraph 32 of the National Planning Policy Framework and Policies SA3 and EI12 of the adopted Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

15. No construction shall commence of any building hereby permitted accessed from Box Road until engineering details of the modifications/realignment to improve pedestrian crossing facilities at Box Road and the junction with A4135, including street lighting, have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the modifications/realignment have been carried out in full accordance with the approved details.

Reason:

To ensure that the opportunities for sustainable transport have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Policies SA3(10) and E112 of the adopted Stroud District Local Plan (November 2015).

16. No works shall commence on the site in connection with the development accessed from Box Road until engineering details of a scheme for traffic calming on Box Road have been submitted and approved in writing by the Local Planning Authority and implemented in full prior to occupation of any building.

Reason:

To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with paragraph 32 of the National Planning Policy Framework and Policies SA3(12) and E112 of the adopted Stroud District Local Plan (November 2015).

17. No works shall commence on the site in connection with the development accessed from Box Road until engineering details of a scheme to provide a continuous footway from the A4315 to Cam and Dursley railway station along Box Road are submitted to and agreed in writing by the Local Planning Authority and completed in all respects prior to occupation of the proposed buildings.

Reason:

To ensure that the opportunities for sustainable transport have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Policies SA3(10) and E112 of the adopted Stroud District Local Plan (November 2015).

18. No works shall commence on site on the development hereby permitted until details of the following pedestrian improvements:

High Street/A4135

Installation of tactile paving at the junction to Draycott Business Park, Kerry's, The Vennings and Courthouse Garden



## Development Control Committee Schedule 29/11/2016

Uncontrolled pedestrian crossing point on northern arm of Roundabout junction High Street/Noel-Lee Way  
Provision of footway from 72-84 (north of access serving Coal Yard to railway bridge)

Chapel Street

Installation of tactile paving at the junction of Chapel Street and Rowley

Hopton Road

Installation of tactile paving at the junction of Hopton Road and Millbank

Woodview Road

Installation of tactile paving at the junction of Everlands, The Corriett, The Croft, Leaside close, Marlstone Road and Birch Road

have been submitted to and approved in writing by the Local Planning Authority and no occupation until the approved works have been completed and are open to the public.

Reason:

To ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Policies SA3 and E112 of the adopted Stroud District Local Plan (November 2015).

19. No works shall commence on site until details, including the phasing of delivery (linked to the identified housing and employment phases), of the footway/cycleway along the route of the disused railway line shown indicatively on Masterplan AL.P.14 Rev C linking Box Road to Draycott Mills, have been submitted and approved in writing by the Local Planning Authority. Such details as are approved shall thereafter be completed in accordance with the approved phased delivery programme.

Reason:

To ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework and Policies SA3(9) and E112 of the adopted Stroud District Local Plan (November 2015).

20. No building hereby permitted shall be occupied until the access parking and turning facilities serving that building have been provided in accordance with the details approved pursuant to condition 1.





## Development Control Committee Schedule 29/11/2016

Reason:

To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site in accordance with paragraph 35 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).

21. The approved residential and employment Travel Plans shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).

22. Prior to occupation of the commercial development hereby permitted details of facilities for charging plug-in and other ultra low emission vehicles shall be submitted to and agreed in writing by the Local Planning Authority and completed in all respects once approved.

Reason:

To ensure that the opportunities for the use of sustainable transport modes are taken up in accordance with paragraph 35 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).

23. Prior to the commencement of any building within a phase of development a scheme for the provision of fire hydrants served by mains water supply shall be submitted to and approved in writing by the local planning authority and no building shall be occupied until the fire hydrant serving that building has been provided in accordance with the approved scheme.

Reason:

To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with paragraphs 32 and 35 of the National Planning Policy Framework and Policy EI12 of the adopted Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

24. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason:

To ensure that safe and suitable access is achieved and maintained for all people as required by paragraph 32 of the National Planning Policy Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the National Planning Policy Framework and Policy E112 of the adopted Stroud District Local Plan (November 2015).

25. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. The parking of vehicles of site operatives and visitors;
- ii. The unloading and loading of materials;
- iii. The storage of plant and materials used in constructing the development;
- iv. Wheel washing facilities;
- v. Measures to control the emission of dust and dirt during construction;
- vi. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- vii. Details of the site access/routeing strategy/signage during the construction period.

Reason:

To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and Policies CP14 (7) and ES3 (3) of the adopted Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

26. Prior to the first occupation, the Project Ecologist shall confirm in writing that the scheme and consequent reserved matters have been constructed and implemented in full accordance with the Construction Environmental Management Plan produced by Aspect Ecology in June 2016.

Reason:

In accordance with Policies ES1 and ES3 of the Stroud District Local Plan (19th November 2015).

27. Prior to commencement of the development, a noise mitigation scheme shall be submitted in writing to, and approved by, the Local Planning Authority. The scheme shall detail measures to ensure that residential properties, both proposed and existing, meet the following standards:

a) sound levels within habitable rooms during the hours of 07:00 - 23:00 shall not exceed 35 dB LAeq,16hour, with windows closed but alternative means of ventilation provided;

b) sound levels within bedrooms during the hours of 23:00 - 07:00 shall not exceed 30 dB LAeq,8hour, with windows closed but alternative means of ventilation provided; and

c) sound levels within garden areas during the hours of 07:00 - 23:00 shall not exceed 55 dB LAeq,1hour.

Note: This will require consideration of the impact of proposed B2 and B8 class uses including outside working/storage/loading, machinery noise, etc and the mitigation measures proposed, where necessary.

Reason:

In the interests of the amenities of the occupiers of residential properties (existing and proposed) in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan (November 2015).

28. The level of noise from commercial operations at the site shall not exceed 60 dB LAmax as measured or determined at the external boundary of any residential property between the hours of 23:00 to 07:00.

Reason:

In the interests of the amenities of the occupiers of residential properties (existing and proposed) in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

29. Prior to occupation of any unit for a purpose falling within class B2, the operator shall submit, for the approval of the Local Planning Authority, details of the industrial process[es] to be carried on within the premises, together with a scheme using "best practical means" to mitigate the effect of fumes and odours arising from the processes to be carried on. The approved scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority.

Reason:

In the interests of the amenities of the occupiers of residential properties (existing and proposed) in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan (November 2015).

30. Prior to commencement, a Construction Environmental Management Plan will be required to set out proposed actions to minimise disturbance to local residents during the construction of the proposed development, I would request that it should contain the following in addition to the usual requirements:

- I. a scheme specifying the provisions to be made to control dust emanating from site;
- II. details of how it is intended to utilise "best practicable means" to minimise noise levels; and
- III. a scheme demonstrating how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

Reason:

In the interests of the amenities of the occupiers of residential properties (existing and proposed) in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan (November 2015).

31. 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.

Reason:

In the interests of the amenities of the occupiers of nearby residential properties in accordance with Policies ES3 and CP14 of the adopted Stroud District Local Plan, November 2015.



## Development Control Committee Schedule 29/11/2016

32. Prior to the commencement of work on site, a detailed and costed biodiversity management plan based on Aspect Ecology's Framework Ecological Management Plan (June 2016) shall be submitted to and approved in writing by the Local Planning Authority. This shall set out clear measurable objectives for each phase of development and identify appropriate funding, implementation, monitoring and remediation mechanisms for the long term management of the ecological habitats and features across the site.

**Reason:**

In order to conserve and enhance biodiversity and avoid any likely significant effects upon the Severn European Marine Site and in accordance with the Habitats and Species Regulations (2010) and Policy ES6 of the adopted Stroud District Local Plan (November 2015).

33. Prior to the commencement of work on site a monitoring strategy for the open space shall be submitted and approved in writing by the Local Planning Authority. This will characterise the pre-construction usage of the riverside public footpath and set out a strategy to monitor visitor usage of the open space over the period of the management plan. This should include clear and measurable questions designed to test whether visitors are being attracted away from the Severn Way and to assist in the design of future impact avoidance measures.

**Reason:**

In order to conserve and enhance biodiversity and avoid any likely significant effects upon the Severn European Marine Site and in accordance with the Habitats and Species Regulations (2010) and Policy ES6 of the adopted Stroud District Local Plan (November 2015).

34. At five yearly intervals after the first occupation for a period of 25 years, the outcome of both the management plan and visitor monitoring strategy shall be provided to the Local Planning Authority and to the Gloucestershire Environmental Records Centre.

**Reason:**

In order to provide conserve and enhance biodiversity and avoid any likely significant effects upon the Severn European Marine Site and in accordance with the Habitats and Species Regulations (2010) and Policy ES6 of the adopted Stroud District Local Plan (November 2015).



## Development Control Committee Schedule 29/11/2016

35. No development approved by the permission shall be commenced until a Detail Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy should be supported by evidence of ground conditions and modelling of the scheme/structures to demonstrate it is technically feasible; and where applicable adheres to the NPPF, Non-statutory technical Standards for Sustainable Drainage, Building Regulation H and local policy. The drainage scheme shall be carried out in accordance with the approved details. Where surface water requires disposal off site (i.e. not infiltrated) the applicant must provide evidence of consent to discharge/connect through 3rd party land or to their network/system/watercourse.

**Reason:**

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage in the locality in accordance with Policies SA3 (7,8), CP14 and ES3 of the adopted Stroud District Local Plan (November 2015).

36. No building hereby permitted shall be occupied until arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the agreed drainage scheme throughout its lifetime have been submitted to and approved in writing by the Local Planning Authority.

**Reason:**

To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution for the lifetime of the development, in accordance with Policies SA3 (8), CP14 and ES3 of the adopted Stroud District Local Plan (November 2015).

37. No development shall be put in to use/occupied until a sustainable drainage (SUDS) maintenance plan for all SuDS/attenuation features and associated pipework has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

**Reason:**

To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding in accordance with Policies SA3 (7), ES1, ES3 and CP14 (2) of the adopted Stroud



## Development Control Committee Schedule 29/11/2016

District Local Plan (November 2015).

38. 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. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason:

To ensure that the development is provided with a satisfactory means of drainage as well as to reduce or prevent the creation or exacerbation of a flooding problem and to minimise the risk of pollution in accordance with Policies SA3 (8), ES3, ES4 and CP14 of the adopted Stroud District Local Plan (November 2015).

39. There shall be no new structures (including gates, walls and fences) or raising of ground levels on land within the 100 year plus climate change floodplain, the floodplain as shown by the light blue dashed line on drawing no. AL.P.14, Rev. C, or within 8metres of the top of bank of the River Cam, inside or along the boundary of the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To prevent any impact on flood flows and flood risk elsewhere in accordance with policy ES4 of the adopted Stroud District Local Plan (November 2015).

40. During the construction phase there shall be no storage of any materials, including soil, on ground located below the 100 year flood level plus climate change.

Reason:

To ensure that there will be no increased risk of flooding to third parties due to impediment of flood flows and/or reduction of flood storage capacity in accordance with Policy ES4 of the adopted Stroud District Local Plan (November 2015).

41. The development hereby permitted shall not begin until a scheme to deal with contamination of land, controlled waters and/or ground gas has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures, unless the Local Planning Authority dispenses with any such requirement specifically in writing:



## Development Control Committee Schedule 29/11/2016

1. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175:2001 Investigation of Potentially Contaminated Sites - Code of Practice.

2. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2001 Investigation of Potentially Contaminated Sites - Code of Practice. The report should include a detailed quantitative human health and environmental risk assessment.

3. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation should be stated, such as site contaminant levels or a risk management action, and how this will be validated. Any on going monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.

4. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to and approved in writing by the Local Planning Authority.

5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show that the site has reached the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

**Reason:**

To comply with the provisions of Policies GE2 and GE6 of adopted Stroud District Local Plan, November 2005 and to ensure the site is free from the effects of any contamination from previous uses of the site and does not pose a threat to human health.

42. Applications for approval of reserved matters of individual residential phases shall, unless otherwise agreed by Stroud District Council allocate within each phase a site or sites for self build development.





## Development Control Committee Schedule 29/11/2016

Reason:

To accord with Policy HC3 of the adopted Stroud District Local Plan (November 2015).

43. The developer shall ensure that a suitably qualified archaeologist is present during the undertaking of any ground works in the development area, so that an archaeological watching brief can be conducted. The archaeological watching brief will be undertaken to the standards laid down by the Institute of Archaeologists. The Local Planning Authority will be informed, in writing, of the name of the said archaeologist at least two weeks prior to the commencement of development.

Reason:

In the interests of archaeology in accordance with Policy ES10 of the adopted Stroud District Local Plan (November 2015).

Informatives:

1. In accordance with Article 35 (2) the Local Planning Authority have worked with the Applicant. The case officer contacted the applicant/agent and negotiated changes to the design which has enhanced the overall scheme; these have been detailed in the Officer Report.
2. The Applicant/Developer is required to enter into a legally binding S106 Planning Agreement (including an appropriate bond). Any legal agreement will usually be between Gloucestershire County Council, the Landowner and the Developer; as a consequence, the Developer must meet the County Council's legal and technical costs in preparing the agreement.

Further guidance on the Local Highway's Authority's requirements can be found in it's document entitles ' Manual for Gloucestershire Streets' which is available on the Council's website

The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

For avoidance of doubt the submitted layout and access plans have been treated as being for illustrative purposes only as the



## Development Control Committee Schedule 29/11/2016

application is in outline with all matters reserved.

The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion.

3. The Applicant and their Project Ecologist are responsible for applying to Natural England for a license if any likely effects on a European Protected Species are predicted, as set out in the Conservation of Habitats and Species Regulations 2010 (as amended).
4. Your attention is drawn to the attached notes in respect of Network Rail's requirements for the safe operation of the railway and the protection of their land.
5. Any works in, under, over or within 8 metres of the River Cam will require prior Environment Agency Flood Defence Consent in addition to any planning permission. This will ensure that the proposals are also in accordance with the terms of the Water Resources Act (1991) and Midlands Land Drainage Byelaws.

### **CONSULTEES**

#### **Comments Received**

Mr Andrew Lord  
Dursley Town Council  
Policy Implementation Officer (E)  
Karen Colbourn  
Parish / Town  
Highways England  
Contaminated Land Officer (E)  
Conservation South Team  
Arboricultural Officer (E)  
Mr David Lesser  
Planning Strategy Manager (E)  
Environmental Health (E)  
The Environment Agency (E)  
Cam Parish Council  
Crime Prevention Design Advisor (E)  
Flood Resilience Land Drainage  
Archaeology Dept (E)  
Severn Trent Water Ltd (E)  
Natural England (E)  
Network Rail(E)  
Historic England SW  
Wales And West Utilities Limited (E)  
Severn Trent Water Ltd (E)



## Development Control Committee Schedule 29/11/2016

<b>Not Yet Received</b>	Western Power Distribution(E) Public Rights Of Way Officer Gloucestershire Education Dept (E) GCC Community Infrastructure Contributions Andrew Hughes Dursley Town Council Coaley Parish Council Development Coordination (E)
	<b>CONTRIBUTORS</b>
	<b>OFFICER'S REPORT</b>

### DESCRIPTION OF SITE

The application site covers approximately 34.8ha and is located to the north eastern edge of Cam. The site is dog-leg in shape and subdivided at its centre by the River Cam. The northern section of the site comprises 3 agricultural fields that run to the east of Box Road. This section is subdivided further into two by the dwellings at 4 & 6 Box Road and an electricity substation. The Cam & Dursley Railway Station is located to the north west of the site.

The southern section of the site is located away from the main road (A4135) and to the east of the existing Draycott Business Park.

To the east there are agricultural fields.

The northern section of the site is relatively flat with undulations falling gently to the corridor of the River Cam whilst the southern portion rises to the east. The landscape is characterised as rolling rural agricultural, comprising of a mix of arable and pastoral including mature boundary trees, hedgerows and mature trees prevalent within the southern section of the site.

The majority of the site is 75% Grade 3 agricultural land.

An existing PROW runs north to south through centre of northern portion of the site and off this further PROWs run east and south connecting through to Cam.

### PROPOSAL

Outline planning permission is sought for up to 450 houses and 10.7 ha of employment land for Use Classes B1, B2 and B8 with associated parking and servicing; open space and landscaping including Riverside Park, flood storage ponds and infrastructure, creation of new vehicular accesses to Draycott (A4135) and Box Road; infrastructure and utilities.



## **Development Control Committee Schedule 29/11/2016**

Development brief drawings are contained within Section 3 of the amended Design and Access Statement and cover a land use and delivery plan, landscape, public realm, indicative concept masterplan and residential design guide.

The indicative quantum/phasing of development as set out within the revised Design and Access Statement is as follows:

- H1 97 dwellings
- H2 137 dwellings
- H3 72 dwellings
- H4 80 dwellings
- H5 77 dwellings
- E1 14,500msq Employment
- E2 20,165msq Employment

The employment land is proposed to be phased with the delivery of the housing with E1 to be provided alongside phases H1 and H2 with further development restricted until E1 is completed.

Three points of access into the site are proposed from Box Road and a new signalised junction at Draycott Mills from the A4135 that would serve the land parcels H3, H4, H5 and E2 and cross the River Cam via a bridge. Phases H1 and H2 provide the necessary income to fund the river crossing.

The residential units will be 2, 3 and 4 bedroom to reflect the local housing needs mix of the area.

Within the site, new and altered Public Rights of Way (PRoW) are proposed to connect through the site to create a network linking the various parcels of land.

The application has been accompanied by the following supporting surveys and reports:

- Planning Statement (PJS Solutions - November 2015);
- Design and Access Statement (Graham Frecknall Architecture & Design - Revision C April 2016);
- Environmental Statement & Non-Technical Summary - covering the topics of Biodiversity, Air Quality, Landscape Flooding, Contamination, Amenity, Heritage, Access and Recreation, Agriculture, Traffic and Phasing.

### **HISTORY**

The southern part of the site accessed from the A4135 has previously had the benefit of planning permission for an employment site under S.08/2190/FUL and S.09/0611/OUT with an application to extend the time period of the latter application S.12/1325/VAR. These applications were not implemented partly due to the effects of the recession and costs associated with the access infrastructure.



## **Development Control Committee Schedule 29/11/2016**

### **REVISED DETAILS**

Supplementary Information - Industrial Noise and Vibration Centre Limited - Received 16.02.2016

Additional package of information Received 13.06.2016:

Amended application form

Amended Design and Access Statement (DAS) and associated drawings -in light of feedback from the Environment Agency.

Amended Flood Risk Assessment (FRA) -in light of the EA feedback.

Callidus drawing no. TE/1260/402 sets out the minimum FFLs for the various parts of the site.

Archaeological Field Evaluation Report (Cotswold Archaeology).

Construction Environmental Management Plan (CEMP) (Aspect Ecology).

Framework Ecological Management Plan (FEMP) (Aspect Ecology).

Technical Briefing Note - issued to Gloucestershire County Council (Asbri Transport).

Technical Note issued to Highways England (Millfields impact on J.14 of M5 motorway - Asbri Transport)

### **MATERIALS**

A reserved matter for future consideration.

### **REPRESENTATIONS**

#### **Statutory Consultees:**

Cotswold Conservation Board - No objection subject to planning conditions and/or a legal agreement are secured to provide for the protection of and enhancement of existing landscape hedgerows and trees; the retention and reinforcement of the internal field buffers; new structural landscape buffers particularly in relation to locations where there are views from the high ground of the AONB; suitable green space and green infrastructure within the development; buffers along the eastern and southern area as proposed. In addition controls should be applied to control the maximum height of buildings; the agreement of external materials within any future reserved matters application; and ensuring any employment buildings are of a suitable dark external colour so when seen from the high ground of the AONB they merge into the existing and proposed landscaping; and the details of all external lighting designs and locations are approved to ensure light pollution on the dark night skies of the AONB is minimised.

SDC Water Resource Engineer - Recommend condition regarding adoption of the drainage scheme for its lifetime.

Local Lead Flood Authority - No objection subject to conditions in respect of detail drainage strategy and maintenance

SDC Contaminated Land Officer - Recommends full contaminated land condition

SDC Policy Implementation Manager - Initially raised concerns as the Planning Statement raised viability as an problem, and proposes a reduced proportion of affordable housing



## Development Control Committee Schedule 29/11/2016

(20%) on phase one, alongside a revised tenure mix. Following negotiations the affordable housing offer has been amended to meet the adopted policy and the local housing needs as identified.

Dursley Town Council - concern regarding the potential impact on local schools and medical facilities, increase traffic, pedestrian access to Slimbridge school, need for improved parking provision at railway station, potential on street parking issues during construction and the inadequacy of Box Road junction. The Council is also concerned regarding the proposed mitigation at the Sandpits/Tiltdown/Dursley Road Junction as they would result in congestion and queues. No evidence that traffic lights improve flow. The Council campaigned hard for several years to remove lights within Dursley and this has dramatically improved traffic flow. Dursley Town Council should be considered a consultee on the wider S.15.2804/OUT application and should be notified of changes.

Environmental Health - No objection subject to noise conditions

Environment Agency - Recommend conditions regarding finished floor levels and restricting structures, raising levels & storage within 8m of the top of bank of the River Cam and within the 100 year plus climate change floodplain

CPRE - Support

Severn Trent Water - No objections subject to a condition requiring the agreement of foul and surface water flows.

Natural England - No objection

Historic England - No comment

Highways England - Following initial 'holding' responses to ensure no decision was made whilst modelling of Junction 14 of the M5 was completed, no objection is raised.

GCC Archaeologist - Given the potential for archaeological remains at the site, and the potential for geophysical surveys to miss smaller archaeological features, the Environmental Statement was considered deficient in this regard. An archaeological field evaluation was therefore recommended with 2% trial trenching across the site. Following this a condition was recommended for further investigations.

Cam Parish Council - Response summarised as follows:

- \* Concerns that 30% affordable housing is not being provided in all phases;
- \* consider that there are no 3 storey houses within Cam;
- \* Accept location of E1 employment but would wish to limit B2 & B8;
- \* Phasing should be identified and linked with housing;
- \* Flooding issues in neighbourhood & the EA should be fully consulted;
- \* Maintenance & Protection of riverside walk should be secured;
- \* The housing at the site should be limited to 450;
- \* Major concerns regarding junctions at Cam Pitch and Box Road that are not being upgraded as part of the mitigation;
- \* Concern that cycle path stops at Draycott. Should be phased early within development



## Development Control Committee Schedule 29/11/2016

\* Cam & Dursley Station has insufficient parking and parking spaces should be provided.

EPR Ecology (SDC Retained Ecologist) - Initial concerns regarding the way the information had been presented. The assessment methodology needed to make reference to new guidelines (CIEEM January 2016) and needed the information to allow SDC to further understand the changes from the scheme, the value of features to be affected, identification of likely significant effects and an assessment of whether the proposed mitigation is likely to be successful in avoiding or reducing significant effects. Further information was also required in relation to the treatment of the habitats within the river park, plus work to determine if there are likely to be any effects on the Severn Estuary SAC due to increased recreational pressure.

Following submission of additional information, no objection subject to conditions in respect of monitoring

Glos Constabulary - Make comments on the layout of the site and suggest improvements for security. A request for a contribution to policing is also outlined.

Network Rail - No objection. Provide detailed notes regarding any development near their land to protect it and ensure the safe operation of the railway. They would also welcome planning obligation as the development is likely to increase the patronage of the railway station to improve its facilities (e.g. waiting facilities, cycle storage etc.)

### Public

146 objections and 17 general comments have been received although a large majority of these are opposed to the proposed mitigation at the Sandpits roundabout. Objections are summarised as follows:

- \* The introduction of traffic lights at Sandpits junction will cause chaos and have a serious negative impact on residents. The current roundabout provides adequate traffic flow. Traffic lights were removed from the centre of Dursley and the situation improved.
- \* Amount of housing is too much and location unsustainable.
- \* Development is out of keeping
- \* Loss of agricultural land
- \* No three storey houses - out of character
- \* Congestion / access / traffic
- \* Traffic calming for Box Road development - what will happen to that scheme?
- \* Will houses fronting Box Road have vehicular access onto the highway? If so widening etc
- \* How do existing electricity cables fit into the scheme proposed?
- \* Ribbon development
- \* Site will encourage car use - away from existing facilities
- \* Employment Land - limited interest in Draycott Mill site. Why more employment land
- \* Why not build on existing brownfield land (e.g Newport Towers) before green fields?
- \* Green belt land
- \* Loss of value
- \* Inadequate sewerage system
- \* Inadequate services



## Development Control Committee Schedule 29/11/2016

- \* Land prone to flooding/ Building on flood plain. Has it all been adequately catered for?
- \* Loss of privacy for existing residents
- \* Impact upon biodiversity (wildlife and habitats)
- \* More commuters using railway station with insufficient parking
- \* Noise / Landscaping needed to minimise impact between industrial and residential development
- \* Industrial area outside settlement boundary
- \* What is the land for future development?

### **PLANNING CONSIDERATIONS - NATIONAL AND LOCAL PLANNING POLICIES**

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The adopted Stroud District Local Plan, November 2015 is the development plan for Stroud District. Due weight should be given to policies in this plan according to the degree of consistency with the National Planning Policy Framework (NPPF). The NPPF is a material consideration in planning decisions. The NPPF was published on 27 March 2012.

The core planning principles of the NPPF (Paragraph 17) seek to enhance and improve the places in people live, support sustainable development, secure high quality design, protect important landscape features, encourage the use of renewable sources, conserve and enhance the natural environment, re-use previously developed land, promote mixed use developments, conserve heritage assets, encourage sustainable transport and improve health, social and cultural wellbeing for all. In summary the relevant matters within the NPPF are:

Chapter 1 (Paragraphs 18-22) of the NPPF are committed to securing economic growth to create jobs and prosperity. Government is dedicated to ensuring that the planning system does everything possible to support sustainable economic growth.

Chapter 4 (Paragraphs 29-41) of the NPPF promote the need for sustainable transport. It outlines Governments objectives with regard to offering people access to a real choice about how they chose to travel. It requires access to sustainable transport modes and recognises that sustainable transport solutions will vary from urban to rural areas.

Chapter 5 (Paragraphs 42-46) of the NPPF requires high quality communications infrastructure as being essential for sustainable economic growth.

Chapter 6 (Paragraphs 47-55) of the NPPF establishes Governments objectives for housing provision and allows for a rolling 5 year housing supply (plus 5% additional buffer). It also considers the location of new housing in sustainable locations with the requirement for affordable housing provision.

Chapter 7 (Paragraphs 56-68) of the National Planning Policy Framework (NPPF) stresses the importance of quality design in the provision of sustainable development. It stresses Governments objectives for inclusive design, innovation and raising design standards.

Chapter 8 (Paragraphs 69-78) of the NPPF details how planning can play an important role in facilitating social interaction and creating healthy, inclusive communities. It sets out objectives for the provision of high quality public spaces which encourage the active and continual use of public areas.

Chapter 10 (Paragraphs 93-108) of the NPPF establishes Governments objectives in supporting the delivery of a low carbon future which would aid in reducing greenhouse gas





## **Development Control Committee Schedule 29/11/2016**

emissions , minimise vulnerability and provide resilience to the impacts of climate change. This chapter considers the implications of development on areas prone to flooding by virtue of proximity to watercourses or management of surface water.

Chapter 11 (Paragraphs 109-125) of the NPPF details Governments objectives with regard to protecting and enhancing valued landscapes such as the AONB whilst minimising impacts of development on biodiversity. It requires assessment of noise generating developments or the location of development in noise sensitive environments. It also considers pollution and land contamination.

Chapter 12 (Paragraphs 126-141) of the NPPF is of relevance when assessing proposals on sites with listed buildings and settings on or adjacent to them. It establishes the importance of the historic environment, heritage assets and archaeology and provides guidance on conservation and enhancement.

Full details of the NPPF is available to view at

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

For the full content of the Stroud District Local Plan policies above together with the preamble text and associated supplementary planning documents are available to view on the Councils website

[http://www.stroud.gov.uk/info/plan\\_strat/newlocalplan/PLAIN\\_TEXT\\_Local%20Plan\\_Adopted\\_November\\_2015.pdf](http://www.stroud.gov.uk/info/plan_strat/newlocalplan/PLAIN_TEXT_Local%20Plan_Adopted_November_2015.pdf)

Local Plan policies considered for this application include:

- CP1 - Presumption in favour of sustainable development.
- CP2 - Strategic growth and development locations.
- CP3 - Settlement Hierarchy.
- CP4 - Place Making.
- CP5 - Environmental development principles for strategic growth.
- CP6 - Infrastructure and developer contributions.
- CP7 - Lifetime communities.
- CP8 - New housing development.
- CP9 - Affordable housing.
- CP11 - New employment development.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- SA3 - Site allocation north east of Cam.
- HC3 - Strategic self-build housing provision.
- EI12 - Promoting transport choice and accessibility.
- EI13 - Protecting and extending our cycle routes.
- EI16 - Provision of public transport facilities.
- ES1 - Sustainable construction and design.
- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES5 - Air quality.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.



## **Development Control Committee Schedule 29/11/2016**

ES10 - Valuing our 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.

The proposal should also be considered against the guidance laid out in SPG Residential Design Guide (2000), SPG Residential Development Outdoor Play Space Provision, SPG Stroud District Landscape Assessment, SPD Affordable Housing (Nov 2008) and SPD Housing Needs Survey (2008).

With regard to a Neighbourhood Plan, the area of Cam has been designated and the Parish Council are evidence gathering. As such there is no weight to be afforded to this tier of planning policy.

The application has a number of considerations which both cover the principle of development and the details of the proposed scheme. These considerations can be summarised as the following;

- \* Principle of development
- \* Design, Appearance and Landscape
- \* Residential Amenity
- \* Noise
- \* Highway implications
- \* Contaminated land
- \* Public open space
- \* Affordable Housing
- \* Ecology
- \* Archaeology and historic environment
- \* Obligations

### **PRINCIPLE OF DEVELOPMENT**

There is a presumption in favour of sustainable development as applied locally through the policies contained within the Local Plan. Consequently, decision makers should approve proposals that accord with the Local Plan without delay, but should refuse proposed development that conflicts with the Local Plan, unless material considerations indicate otherwise.

The application is for the development of land mostly allocated in the adopted Local Plan for a mixed use development including 450 dwellings and 11.4 ha of land for B1, B2 and B8 land. The land uses set out in the application are therefore broadly in accordance with the strategic allocation north east of Cam (Policy SA3) in the adopted Local Plan. The employment land and delivery will be linked to the delivery of the housing via a section 106 agreement to satisfy the overall strategic aim of the Development Plan to facilitate jobs and growth. The applicant has also agreed to develop a marketing plan to bring forward employment on the allocated sites.



## **Development Control Committee Schedule 29/11/2016**

The application does not include a parcel of land at the southern edge of the Local Plan allocation but does however include additional land at Box Road, opposite the Cam & Dursley railway station, not within the Local Plan allocation.

The allocation policy SA3 includes 15 criteria to address a number of detailed matters and it will be important that any permission ensures the criteria set out under Policy SA3 are satisfied, or can be satisfied, at reserved matters stages.

In accordance with the Local Plan, a design statement, a development brief and masterplan have been produced to ensure that the development is of a high design quality and delivered in an integrated and coordinated way, to include green infrastructure and a structural landscaping framework.

The application proposes 10.7 ha of employment land rather than the 11.4ha identified in the Local Plan. It is acknowledged that the allocation reflected a previous unimplemented planning permission on the centre of the site and that the new concept, splitting the employment into two smaller areas will produce a better distribution of land uses across the site. In addition, the proximity of the northern employment area to the railway station is also likely to be attractive to the office market. Whilst the proposal does not provide the full employment provision set out in the Local Plan this matter should be balanced in the overall light of all material considerations and the extent to which they meet the criteria of Policy SA3.

### **DESIGN, APPEARANCE AND LANDSCAPE**

As an outline application, all matters are for future consideration at reserved matters stage. The site divides easily and naturally into different sections that can be shaped by their immediate environs. For example, the housing along Box Road would naturally face the highway with a stronger urban edge in response to nearby properties and the scheme currently under construction by Taylor Wimpey, whilst the eastern boundary with the River Cam and agricultural land beyond, would become more diffuse and feather into the landscape. The submission of materials is a recommended condition.

The concept masterplan illustrates how the internal layout of the site could use a series of well-connected streets, ideally minimising cul-de-sacs to ensure a permeable layout for all users.

A Development Brief/Design Guide has been included, which reflects the scale and variety of residential development within Cam. This restricts the height to 2.5 storey and suggests various layout types.

In accordance with criterion 6 of Policy SA3, the masterplan identifies a structural landscape buffer to the eastern boundary of the north-west boundary at the 50m land contour. This will offer a substantial soft boundary to the development and ameliorate views from high ground of the AONB. A condition is recommended that this be planted in the first season after commencement of that particular phase.



## **Development Control Committee Schedule 29/11/2016**

Existing vegetation on the site boundaries will be retained and enhanced including the riparian vegetation along the River Cam as is the linear wooded tract that runs the length of the former railway line. The existing field hedgerows internal to the site will also be retained and reinforced. Existing trees will be retained with particularly important specimens being within public open spaces. New hedgerows will be planted with native species and the existing internal hedgerows to be retained will be supplemented with to reinforce.

The long-term management and maintenance of open spaces will be subject to the Section 106.

### **RESIDENTIAL AMENITY**

The site has limited immediate neighbours with open fields to the east and south east and the railway station to the north-west. There are properties to the north west of Box Road at Box Crescent and the Taylor Wimpey housing currently under construction. These are separated from the site by Box Road itself and suitable distances applied at Reserved Matters stage.

Housing to the south west of the site, between Box Road and the Draycott Business Park has a common boundary with the site but will be separated by the cycle path proposed on the disused railway line. Again, distances and detailed design can be dealt with at reserved matters stage.

### **NOISE**

The initial submission had inadequate evidence to demonstrate the representativeness of background noise measurements with no consideration of potentially busier local traffic conditions in the mornings and evenings. Additionally, no consideration had been given to the night noise climate in respect of Draycott Mill (Kerry Foods) referred to within the submission as "a redundant plant' that' is 'no longer relevant'. This was considered inaccurate as whilst operations at the site have reduced over time, a significant part of the factory still operates on a 24-hour basis therefore assessment of this facility was required.

Following this feedback, supplementary information was submitted and subject to conditions Environmental Health are satisfied that the amenity of residents can be protected.

### **HIGHWAYS**

The NPPF at paragraph 32 states:“Decisions should take account whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

Criteria 9, 10, 11, 12, 13, 14 and 15 of Policy SA3 of the Local Plan refer to various highway requirements in respect of the allocation of the site at North East Cam.



## Development Control Committee Schedule 29/11/2016

### Strategic Network

At a strategic level, there has been much debate and delay with this scheme due to potential impacts upon Junction 14 of the M5 whilst Highways England (HE) has devised and run modelling to test the sensitivity of the junction. This would determine the critical point at which the M5 junction 14 improvement would need to be brought forward to ensure that the impact of the proposal was not severe.

This testing has now been completed and HE considers that the proposed development is unlikely to result in a severe detrimental impact on the safe operation of the strategic road network in this location. HE has now removed their holding letter and has no objection.

### Local Highway Network

The application is outline with access being dealt with as a reserved matter. Indicative details have been submitted to demonstrate that access to the site can be delivered broadly in accordance with the following:

A4135:           Signalised junction at Draycott to Employment and Residential  
Box Road:       Roundabout access to Employment  
                      Two Priority junctions to Residential

It should be noted that a signalised junction has previously been given planning permission and is in principle acceptable to serve the southern section of the application site.

The proposed development is considered to have a significant impact on the transport network and without suitable mitigation the Local Highway Authority would object to the proposals. It is considered the following mitigation is required to make the development acceptable:

- \* Signalised junction Tiltdown/Dursley Road/Kingshill Road
- \* Roundabout Junction Woodfield Road/Tiltdown/A4135
- \* Pedestrian Improvements Junction Box Road/A4135
- \* Traffic Calming Box Road
- \* Footway Box Road from A4135 to Dursley Rail Station
- \* Pedestrian Improvements A4135/Chapel Street/Hopton Road/Woodview Road

As outlined in the public consultation here has been concern raised from the local community regarding the proposed signalisation at the Tiltdown/Dursley Road/Kingshill Road to replace the existing mini roundabout. They feel that mitigation is not necessary and another option should be pursued. GCC Highways confirm that a roundabout option was considered by the consultant that undertook the TA for the adopted local plan but unfortunately there is insufficient space within the adopted highway corridor to deliver a compact roundabout that meets with national guidance. It is the responsibility of the Highway Authority to assess the impact of the development traffic and mitigation measures to ensure that adequate mitigation is sought. Based on the available evidence submitted to date, Officers consider that the



## **Development Control Committee Schedule 29/11/2016**

proposed signalisation of the existing junction is necessary. Without the proposed mitigation the residual cumulative impact would be severe.

There has also been concern about the junction of Box Road with the A413. This junction is proposed to be improved by reducing the width at this point and removing the central 'keep-left island'. This improves the junction for larger vehicles to turn in and out. It also reduces the width of the carriageway that pedestrians must cross. It must be noted that the existing island is not a pedestrian refuge.

Cam Parish Council consider that the existing mini-roundabout at the bottom of Cam Pitch (Cam Pitch/A4135 High Street/Chapel Street/Noel Lee Way mini roundabout) would require mitigation in response to the proposal. However the Highway Authority, is satisfied that the impacts of the development at this junction would not be severe.

The mitigation set out above plus other obligations that provide a footway/cycleway from A4135 to Box Road through site, an employment Travel Plan Framework (including £10,000 monitoring fee), a Residential Travel Plan plus sustainable transport contributions of £3000 for cycle Parking at Cam & Dursley Train Station plus £23,319 to provide Real Time Passenger Information at Existing Bus Stops make the development acceptable in highway and parking terms.

Cam Parish and Dursley Town Councils request the proposal provides improved parking at the railway station. This is not considered reasonable given the proximity of the site to the station for residents who would largely walk and cycle rather than drive..

It is not anticipated that there will be a significant increase in pedestrian/cycle movements to the north of the A4135 towards Slimbridge as the local primary schools located at Hopton Rd, Everlands and Woodfield are also anticipated to accommodate the demand arising from the development.

Criterion 9 of Policy SA3 seeks the provision of a cycle route along the disused railway line from Box Road to Courthouse Gardens. Whilst it has been a matter of negotiation, the southern section of the site (located within the allocation of SA3 but does not form part of this application) is outside of the applicant's control. The applicant will provide a cycleway through the site to where it meets the existing footpath at its southern extent. Whilst this is not ideal it is a reasonable proposal in the spirit of Policy SA3. All details including the phasing of delivery are recommended to be submitted and approved prior to the commencement of development.

The existing public rights of way within the site and immediately outside the site will be affected by the proposal but are not considered to have a detrimental effect on the public's enjoyment. The footpath that currently runs through the centre of the northern section of the site will be replaced with a new PRow (cycle and pedestrian route) through the riverside park, whilst new PRows will link to it across the site from Box Road. A condition requiring the submission of design details, including its phasing and completion is also recommended.



## **Development Control Committee Schedule 29/11/2016**

### **CONTAMINATED LAND**

The submitted Environmental Statement and the Phase 1 Preliminary Risk Assessment Report dated November 2015, prepared by WPA Environmental concludes that the contamination present does not preclude development of the site, however it recommends that further site investigation is required and possible remediation. As such, the full land contamination condition is recommended.

### **PUBLIC OPEN SPACE**

Criterion 4 of Site Allocations Policy SA3 within the Local Plan refers to the provision of a landscaped linear park, including footpath along the River Cam and enhanced flood plain storage.

The applicant has stated that the provision of this landscaped park and defined play areas provides a green space provision in excess of the 2.4ha Fields in Trust (per 1000 population).

The proposal is considered to meet the requirements for the provision of semi-natural and natural green space at 2ha per 1000 population as set out under Policy ES14 however it does not meet the separate requirement under Policy ES15 for outdoor play space that subdivides the standards specifically in respect of Youth and Adult Facilities or playing Pitches.

Furthermore, criterion 5 of Policy SA3 seeks the provision of accessible natural green space and public outdoor laying space including changing rooms / community building.

The applicant has argued that there are no known planned sports pitches or local demand in the area. Such provision would also reduce the area of the Riverside Park. This would be a valid argument in terms of space if it were not for the area of white land that has been removed from the outline plan (indicated on the masterplan) that the Land Use & Delivery Plan has identified 'to allow for any future development over and above the circa 450 unit. This area of land is approximately 1.83ha.

Cam Parish Council have provided details for two off site projects at the existing nearby facilities at Jubilee Fields including the car parking for the new community building and replacement of the existing skate park that is nearing the end of its life.

If the adult and youth provision is not to be provided within the site boundaries then a financial contribution will be sought in lieu of on-site provision.

The applicant has agreed to provide £20k (at 50 dwellings occupation) towards the surfacing of the car park at Jubilee Fields Community Centre and £130k (at 350 dwellings) for a skate park or other recreation facility in Cam.

Given the above, it is considered that the proposal broadly meets the provisions of Policy SA3 Criterion 4 and Policy ES15 of the Stroud Local Plan.



## **Development Control Committee Schedule 29/11/2016**

### **AFFORDABLE HOUSING**

Core Policy CP9 of the SDLP seeks to secure affordable housing from developments of at least 4 dwellings whilst criterion 1 of Site Allocation Policy SA3 seeks 135 affordable dwellings to be provided.

Initially the application provided 20% affordable housing in the first phase at a tenure mix of 75:25 intermediate: rented tenure. Although there was an offer to provide the overall affordable housing requirement over the lifetime of the development this did not address policy. Through negotiation, the applicant has agreed to provide affordable housing at 30% with a 50:50 intermediate/rented tenure in accordance with Local Plan requirements and this will be secured via a Section 106 agreement.

Delivery Policy HC3 of the adopted plan requires some 2% of total dwellings to be self build in line with current government policy subject to SDC identifying demand via the mechanism of a local register. As yet, the register has not yet been completed and the details of location and numbers of plots to be provided can be dealt with at approval of reserved matters stage and controlled by a recommended planning condition.

### **ECOLOGY**

Within the SDLP, Delivery Policy ES6 is an all encompassing policy that seeks to safeguard and protect all sites of European and global importance, national sites and local sites. It also requires that all new development conserves and enhances the natural environment and does not adversely affect European Protected Species. One of the constraints of the site, ecologically, is the location of the River Cam along the eastern boundary. As part of the design evolution of the concept masterplan, a 10m buffer is provided.

Initial concern was raised that the proposal had not followed the Guidelines for Ecological Impact assessment IEEM 2006 however following submission of revised information provided as a Construction Environmental Management Plan and Framework Environmental Management Plan.

Natural England have reviewed the proposal and are satisfied that it would be unlikely to have significant effects upon the Severn European Marine Site (EMS) provided that the Framework Ecological Management Plan (June 2016) is implemented and visitor usage of the open space is monitored every 5 years during the 25 management period. Conditions to this effect are therefore recommended in order to avoid significant effects on the Severn EMS and thereby to comply with the Habitats and Species Regulations (2010)

The Construction Environmental Management Plan (CEMP) seeks to set out prescriptions for safeguarding measures to be implemented during the construction phase. This ensures that retained habitats and notable or protected faunal species are fully safeguarded, building upon the mitigation measures outlined within the Environmental Statement. Given that the application is for outline planning permission, with all matters reserved, it is anticipated that this CEMP would need to be reviewed and, if necessary, updated at the reserved matters stage to tailor the safeguard prescriptions to the works.





## **Development Control Committee Schedule 29/11/2016**

The Framework Ecological Management Plan (FEMP) provides an overview of proposed habitat creation and management measures, forming an overarching structure for implementation and management of habitats and features across the site. The document identifies the priorities for ecological mitigation and enhancement, on the basis of local information and site survey results, following which objectives are defined and management principles outlined.

In addition, this document provides further clarification as to the existing recreational opportunities present in the local area and on how the Linear Riverside Park within the site will be designed to maximise recreational value and linkage to off site features. Further measures, in the form of contributions to off site works to improve the local footpaths with replacement kissing gates, new waymarks at junctions and clearance of some sections of rights of way would be secured through a Section 106 agreement and implemented by Gloucestershire County Council. It is therefore anticipated that this report will provide the further clarification and certainty required for Stroud District Council, as the competent authority, to conclude that the development will not lead to significant adverse effects on the interest features of the Severn Estuary SAC under the Habitats Regulations 2010.

### **FLOOD RISK, SURFACE & FOUL WATER DRAINAGE**

Criterion 4 of Site Allocations Policy SA3 refers to the landscaped linear park including enhanced flood plain storage capacity whilst criterion 7 seeks to address the need for the acceptable management and disposal of surface water including Sustainable Drainage Measures (SuDS).

Policy ES4 of the SDLP deals with water resources, quality and flood risk and requires new development to demonstrate that the development will be safe, not increase flood risk elsewhere and maximise opportunities to reduce flood risk. It also seeks the incorporation of SUDs.

The site is predominantly located within Flood Zone 1 as defined by the Environment Agency indicative 'Flood Map for Planning (Rivers and Sea)'. In accordance with 'Table 1: Flood Zones' within the National Planning Practice Guidance (NPPG) Flood Zone 1 is considered 'low probability' of fluvial flooding.

Parts of the central area of the site are located within Flood Zones 2 and 3 of the River Cam which is classified as 'Main River' in this location. Flood Zone 3 is considered 'high probability' of fluvial flooding and comprises of land assessed as having a 1 in 100 year or greater annual probability of river flooding.

The original layout showed all proposed residential units within Flood Zone 1 but did indicate sections of the proposed vehicular access to be within Flood Zone 3 and parts of the proposed employment and surface water attenuation basin within the 100 year plus climate change extent. Following consultation with the Environment Agency the masterplan was revised to identify all development (including the attenuation pond and employment uses) located outside this extent.



## **Development Control Committee Schedule 29/11/2016**

Whilst concerns have been raised by residents and the Parish Council regarding flooding and that this will be exacerbated by the proposal, the Environment Agency are satisfied that the revised masterplan will ensure that there is no increased flood risk post development and also ensures that there is sufficient space on site to accommodate the proposed development outside the floodplain.

The Lead Local Flood Authority (LLFA) considers that sufficient information has been submitted with a suitable drainage strategy for surface water for an outline planning application. The LLFA also welcome the proposed method of infiltration drainage at certain locations. Given this they raise no objection subject to conditions requiring a detailed drainage strategy to be submitted and approved; and, that a SUDs maintenance plan be submitted and approved.

Severn Trent Water has been consulted regarding foul and surface water disposal at the site and raise no objection subject to drainage plans for the disposal of foul and surface water flows being submitted to and approved, in accordance with criterion 8 of Policy SA3.

### **ARCHAEOLOGY & HISTORIC ENVIRONMENT**

Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, requires that, "special attention shall be paid to the desirability of preserving the character or appearance of Conservation Areas". Section 66 has a similar "special" consideration for listed buildings. Chapter 12 of the NPPF (paragraphs 128 and 132-134) outlines the requirement to safeguard designated heritage assets whilst at the same time promoting a balancing approach between the degree of harm caused to an asset, the heritage significance of that asset and the benefits arising from the overall scheme.

The site is not within a Conservation Area and does not incorporate any Scheduled Ancient Monuments or Listed Buildings.

There is one listed building, Draycott Farmhouse, grade II, within the immediate vicinity. This is an isolated farm to the north and east of the site. The proposed development will have some impact on the setting of this farm group however the impact will be softened by the presence of the River Cam to the east and fields to the south which will provide a buffer zone between the farm and the new development. Consequently it will only have negligible impact on this historic asset.

Following submission, the applicant was requested to carry out an archaeological trial trenching survey of 2% of the site. This was in line with the advice given in the EIA Scoping Opinion.

In the northern part of the application site, along the western fringe of the River Cam, an extensive and complex system of rectilinear and circular ditched enclosures were found to be present associated with pits and post-settings indicative of associated activity and settlement. The evidence indicates that the archaeological remains date to the late Iron Age and Roman periods, and several phases of occupation would therefore appear to be represented.



## **Development Control Committee Schedule 29/11/2016**

Within the southern part of the application site, a second area of archaeological interest was defined a linear boundary ditch, pits and a post-setting that suggest the presence of a second area of settlement, also probably of Iron Age and Roman date. Undated ditches previously found nearby in an earlier phase of evaluation may also allude to this activity.

The County Archaeologist has recommended a condition that programmes of archaeological works are carried out prior to the commencement. The results of the evaluation however are clear in that the archaeological remains are not of the first order of preservation, since they have undergone erosion from medieval and later ploughing with the result that all surfaces associated with the remains have been destroyed. In light of this, and through negotiation, it is recommended that an archaeological watching brief be attached to any permission.

### **CONCLUSION**

The proposal has been assessed against the criteria of Policy SA3. It provides for 450 dwellings including 135 affordable housing; contributes towards education and libraries; provides for a landscaped linear park including footpath along the River Cam; provides a structural landscaping buffer to the south east of the development; seeks to provide an acceptable surface water drainage system, infrastructure for waste water; provided an extension to the Cam & Dursley cycle route along the disused railway line albeit through the site; provides improvements to Box Road with accesses from Draycott on the A4315 and Box Road plus the traffic calming measures; contributes to improvements to bus shelters and provides monies for cycle storage to improve the passenger facilities at Cam & Dursley train station. These provisions are generally within the spirit of Policy SA3 and it is only the lack of formal playing space on-site or community building that fails this requirement.

### **OBLIGATIONS**

Pre-school: £389,309 (based on 31.5 x £12359 cost per pupil)

Primary: £1,390,388 (based on 112.5 x £12359 cost per pupil)

Libraries: £88,200

Travel Plan monitoring: £10,000

Cycle Parking at Station: £3,000

Installation of real time passenger info: £23,319.60

Affordable Housing 30% at 50:50 intermediate/rented tenure

Off site recreation: £20,000 car park surfacing at Jubilee Fields and £130,000 for a skate park or similar.

Public Open Space: Layout, install/equip and provide management scheme



## **Development Control Committee Schedule 29/11/2016**

Employment Land: Servicing & Marketing of E1 and E2

Gloucestershire Constabulary has sought a contribution towards policing however this is not considered to be CIL compliant as being related to the development. This is not a speculative development as it is an allocated housing and employment site allocated within the adopted Local Plan.

NHS have also requested a contribution to the GP surgery in Dursley. As with the Gloucestershire Constabulary request this is not considered CIL compliant as being related to the development.

### **REVIEW OF CONSULTATION RESPONSES**

It is considered that most concerns raised within the consultation responses have been fully considered within the body of the report as above.

### **ARTICLE 35 (2) STATEMENT**

Officers have had considerable dialogue over many months leading to considerable changes, which has enhanced the overall scheme; these have been detailed above.

### **RECOMMENDATION**

Subject to written confirmation from the applicant that the provision of contributions for off-site recreation to the nearby Jubilee Fields facility will be provided, it is recommended that the application be approved subject to the conditions as listed.

### **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.