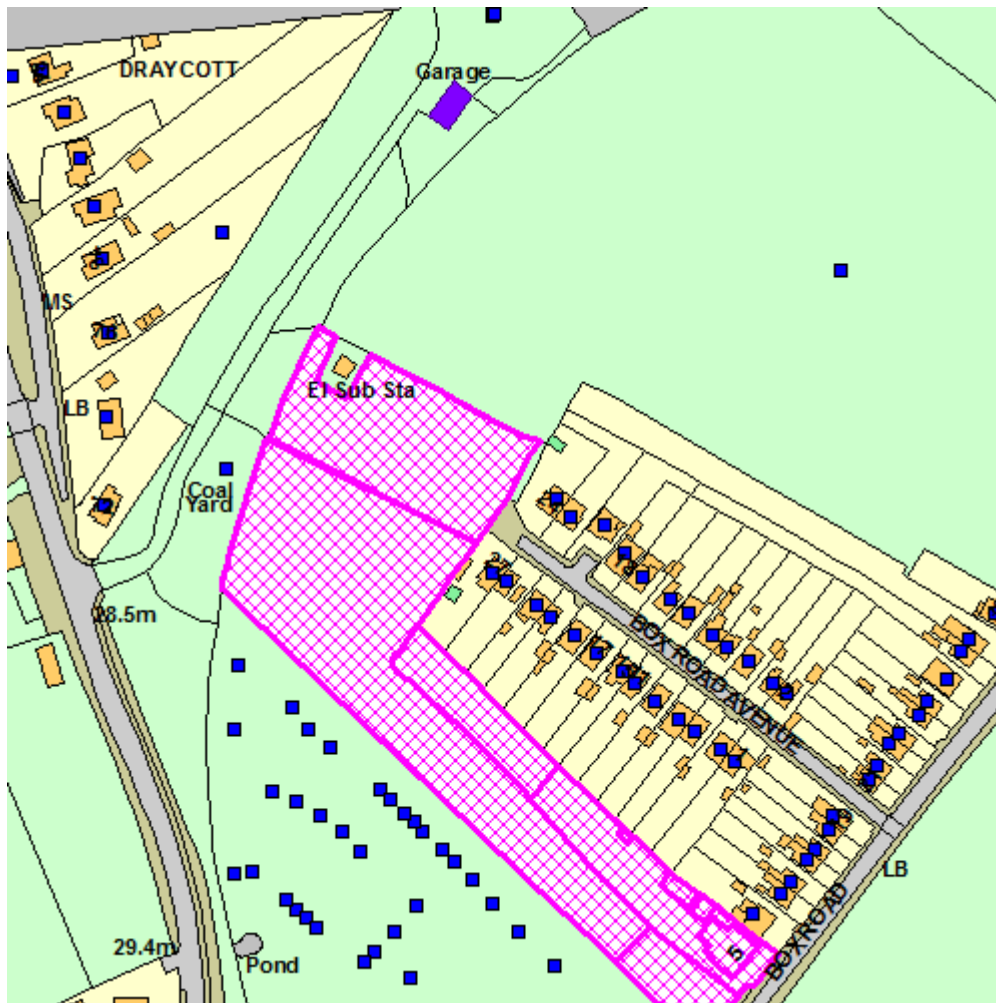




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Item No:	02
Application No.	S.17/0964/OUT
Site No.	PP-06030844
Site Address	Land Adjacent To, Box Road Avenue, Cam, Gloucestershire
Town/Parish	Cam Parish Council
Grid Reference	374930,201953
Application Type	Outline Planning Application
Proposal	Outline Planning Application for up to 36 dwellings and associated access, all other matters reserved.
Recommendation	Resolve to Permit
Call in Request	Planning Manager



Applicant's	Mrs J Cooke Mr G Tocknell
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Details	In C/o Agent, McLoughlin Planning, North Warehouse, Gloucester Docks, Gloucester GL1 2FB
Agent's Details	McLoughlin Planning North Warehouse, Gloucester Docks, Gloucester, GL1 2FB,
Case Officer	Ceri Porter
Application Validated	04.05.2017
CONSULTEES	
Comments Received	Biodiversity Officer Environmental Health (E) Contaminated Land Officer (E) Archaeology Dept (E) Parish / Town
Constraints	Neighbourhood Plan SAC SPA 7700m buffer
OFFICER'S REPORT	

MAIN ISSUES

- * Principle of development
- * Design and appearance
- * Residential Amenity
- * Highways
- * Landscape impact
- * Public open space
- * Affordable Housing
- * Ecology
- * Flood risk
- * Archaeology and Heritage Assets
- * Obligations

DESCRIPTION OF SITE

The application site is an approximately 1.2ha L-shaped area of land that is located between two housing developments (The Halt, newly constructed, and Box Road Avenue).

The site consists of paddocks plus a bungalow with associated outbuildings and is enclosed by a mix of hedgerow, trees and timber fencing.

The site is located outside the defined settlement limits for Cam.



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PROPOSAL

Outline planning permission is sought for the demolition of the existing buildings on site and the erection of up to 36 dwellings. The housing mix is varied with 12 no. 2 bedroom, 17 no. 3 bedroom and 7 no. 4 bedroom units.

Means of access is required to be determined as part of this application whilst all other matters (details of appearance, landscaping, layout and scale) are reserved for future consideration.

Access is proposed at a single point off Box Road.

REVISED DETAILS

Revised Proposed Site Plan – received 3rd January 2018

Revised Transport Statement – received 10th August 2017

Costwold Transport Planning Additional Highway Report – received 12th October 2017

MATERIALS

Roof: For future consideration

Walls: For future consideration

REPRESENTATIONS

Statutory Consultees:

Cam Parish Council – Object. Overdevelopment of the site. Creation of another access onto Box Road unacceptable. Inadequate parking shown. Insufficient amenity space allocated. The developers did not contact the Parish Council.

Severn Trent Water – Recommend condition re foul drainage

Lead Local Flood Authority – No objection subject to conditions

Senior Contaminated Land Officer – Recommends full contaminated land condition

Senior Biodiversity Officer – No objection subject to conditions and contributions to the Severn Estuary mitigation strategy

Natural England – Require additional information on impact upon the Severn Estuary SAC/SPA/Ramsar Site/SSI. LPA need to be satisfied that the application contains sufficient information in relation to bats foraging and commuting.

EHO – Recommend conditions re hours of operation and Construction Management Plan

GCC Highways – Recommend conditions

County Archaeologist – No objection

Policy Implementation Officer – Welcome provision of 30% affordable housing. The affordable units will need to be secured via a s.106 agreement and should be provided on a



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tenure mix basis of 50% rented and 50% intermediate affordable housing, in accordance with policy CP9 and the Council's adopted planning obligations SPD.

Planning Strategy – Contrary to policy however there are unique site specific circumstances which could provide a justification for a departure from the Local Plan in this instance

Public:

32 Objections have been received and 1 general comment. The comments are summarised below (full copies are available on the website):

- * Access from Box Road onto the A4133 is narrow & cannot cope
- * Increase of traffic along Box Road which is already congested
- * Creation of another access onto Box Road
- * Sewerage is already a problem in the area
- * Strip of land outside the site not included
- * The site is located outside the settlement boundary
- * Loss of agricultural land that the public have free access to
- * Area is prone to flooding
- * Parking in Cam and Dursley is already a problem
- * Slow broadband
- * Loss of privacy
- * Negative impact on future development of property due to easement
- * Removal of trees and hedgerows will increase noise
- * Pollution and dust during construction
- * Loss of wildlife
- * No play area on site
- * No improvements to infrastructure
- * Ni information on landscaping provided
- * The houses will be too close to boundary with houses on The Halt – overbearing
- * Not enough infrastructure

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available to view

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

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

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:



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- CP1 – Presumption in favour of sustainable development.
- CP2 – Strategic growth and development locations.
- CP3 – Settlement Hierarchy.
- CP4 – Place Making.
- CP6 – Infrastructure and developer contributions.
- CP8 – New housing development.
- CP9 – Affordable housing.
- CP13 – Demand management and sustainable travel measures.
- CP14 – High quality sustainable development.
- CP15 – A quality living and working countryside.
- EI12 – Promoting transport choice and accessibility.
- EI13 – Protecting and extending our cycle routes.
- ES1 – Sustainable construction and design.
- ES2 – Renewable or low carbon energy generation.
- ES3 – Maintaining quality of life within our environmental limits.
- ES4 – Water resources, quality and flood risk.
- ES6 – Providing for biodiversity and geodiversity.
- ES7 – Landscape character.
- ES8 – Trees, hedgerows and woodlands.
- ES10 – Valuing our historic environment and assets.
- ES12 – Better design of places.
- 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:
Residential Design Guide SPG (2000)
Planning Obligations SPD (2017)

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

Cam has been designated as a Neighbourhood Area however have not as yet submitted a Neighbourhood Development Plan to the Council.

PRINCIPLE OF DEVELOPMENT

The housing requirement set out in the Local Plan is for the delivery of at least 11,400 new homes during the Plan period (2006-2031). Current monitoring data demonstrates that the minimum requirement will be exceeded, with a mix of greenfield and brownfield land allocations, commitments and windfalls delivering this requirement, including headroom to provide flexibility. The Council can also demonstrate more than a 5 years supply of housing. The site is located at Cam a first tier settlement where housing and employment should be concentrated in accordance with the Local Plan development strategy. However, the site is located adjacent to but outside settlement limits and therefore development of this land is contrary to policy CP2 of the Local Plan.



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Development beyond settlement development limits is subject to Core Policy CP15. The development proposed does not satisfy any of the principles or criteria set out in Core Policy CP15 and is therefore contrary to this policy.

It is acknowledged that the adjacent Box Road development (The Halt), now completed was granted permission on appeal before the Local Plan was adopted and when the Council could not demonstrate a 5 year supply of land for residential development. Both of these circumstances have now materially changed and the proposal would clearly involve the further unplanned extension of Cam into adjoining greenfield land.

It must however be noted that the appeal inspector concluded that The Halt site immediately adjacent to this site was in a sustainable location for development.

It must also be accepted that the proposed development, located between Box Road Avenue and the housing development at The Halt; and directly opposite a major housing allocation, would neither materially impact upon the countryside nor would it have a material impact on the landscape setting to Cam. Although a 'lack of harm' is a neutral matter in the planning balance, given the established sustainability credentials of the location and taken alongside the housing benefits associated with the proposal, this is an important point to consider.

DESIGN AND APPEARANCE

Except for the access, all other details of appearance, landscaping, layout and scale are reserved for future consideration although the illustrative layout demonstrates that up to 36 dwellings could be accommodated on the site relatively comfortably.

RESIDENTIAL AMENITY

The indicative layout demonstrates that the distances from existing properties to those proposed meet the minimum requirements of the adopted guidance in the Residential Design Guide. The proposed dwellings by virtue of the illustrated layout would not have any impact on the amenity of the other proposed dwellings. Overall, the scheme would not give rise to any significant loss of privacy, overbearing effect or loss of light.

The construction period could give rise to concerns in respect of residential amenity (e.g. dust and noise) however these could be satisfactorily addressed via conditions regarding both construction and delivery times and the provision of a Construction Management Plan.

HIGHWAYS

Site access is proposed with all other matters including internal layout reserved for future consideration. The site is within near walking distance of Cam and Dursley railway station providing regular connections to Bristol and Gloucester with regular bus services from the station and south from the A4135 into Cam and Dursley and surrounding settlements. The site is also noted to be within reasonable cycle distance to the local shops and amenities in Cam and Dursley.

It is noted there have been a number of highway objections including traffic impact and parking provision. Regarding parking provision, as internal site layout is a reserved matter, the submitted master plan drawings are only indicative and the layout including parking



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provision would be agreed at reserved matters stage. Highways traffic impact has been extensively considered and accepted following revised assessments of the combined future years junction impact of the site including surrounding committed developments.

The submitted transport statement records that there have been no collisions directly around the proposed site access in the past 5 years and this has been confirmed with a further collision records check. There have been two collisions as reported in the transport statement occurring at the Box Road/A4135 junction with a serious collision on the 27th March 2015 which was attributed to driver error whereby a driver failed to stop before colliding with a cyclist. Additionally, there was a slight injury in November 2013 whereby a northbound driver on the A4135 drifted into the path of an oncoming vehicle attributed potentially to road conditions including dazzling headlights, inadequate or masked signs or road markings and road layout such as a bending, winding road or hill crest. As such, based on the small number of collisions and causes being generally attributed to driver error and the slight collision causation unclear and involving two oncoming vehicles travelling north and south on the A4315, rather than turning into or out of the Box Road junction does not illustrate a highway safety issue on Box Road or the junction onto the A4315 for site traffic.

The transport statement includes a TRICS analysis estimated an AM (8am - 9am) peak hour two-way vehicle trip generation of 19 and PM (5pm - 6pm) peak trip generation of 22 trips. However the site selection may not be directly comparable given the site location which is free standing away from the Cam settlement boundary, but within walking distance to a regular service train station and bus stops into Cam and within cycling distance of Cam being approximately 1.5km from Cam centre. The transport statement then includes a trip generation based on a traffic survey of the adjacent Box Road Avenue site which is considered a generally comparable site. This illustrates an estimated development trip generation similar to what would be expected from the proposed site when adjusted for the number of dwellings on the application site. The junction capacity survey of the site is then based on the highest survey trip generation to provide a more robust assessment.

Following initial highways responses of the junction capacity assessments of the site access and Box Road/Draycott, these were remodelled including the full estimated traffic generation of the Millfields site without a reduction based on the travel plan target for vehicle trips in order to suitably assess the worst case scenario future years traffic impact. The modelling illustrated that the application site would result in an estimated increase in PM peak for left turns south from Box Road at the junction which is within practical capacity with vehicle queue length amounting to 2.6 vehicle queue length increase, queue length by just 0.8 vehicles north, and finally from Draycott Road (A4315) north and into Box Road queue length increased by just 0.1 vehicles (1.1 vehicles). The AM peak increase in traffic is observed to be lower and overall traffic below theoretical capacity on the future year baseline of 2025 with the committed development including Millfields opposite and the site traffic. GCC Highways therefore conclude that the development traffic impact on the nearest main road junction does not result in a detrimental increase in traffic to warrant refusal increasing two-way vehicle trips by 18 during the busier PM peak hour.

The proposed current 90 dwelling application (S.17/1366/OUT) site to the north of Box Road Avenue on the west side of Box Road and adjacent to the northern boundary of the site has



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modelled the combined impact on the capacity of the Box Road/Draycott Road (A4135) junction. The modelling of this larger site has been carried out based on site surveys of the Box Road/A4135 junction and taking into account the committed junction improvement works to increase the junction space for Box Road turning movements accounting for the Millfields site employment traffic and pedestrian improvements, which has demonstrated that queues would only increase by one vehicle during the PM peak and between 1-2 vehicles in the AM peak. GCC Highways therefore considers the combined developments would not result in a detrimental impact on the improved junction capacity to warrant refusal.

The site access provides suitable visibility splays based on recorded speeds and for a 30mph speed limit highway.

The proposed site access plans illustrate proposed improved footway along the site frontage beside Box Road either side of the access meeting guidance 2m width. It will be sought by condition that a continuous footway will be provided between the site frontage and Cam and Dursley station entrance to the north and the existing footway south of the Box Road/A4135 junction with tactile drop kerb crossings up to 2m in width where possible within highway extent.

A travel plan would be sought to minimise the additional vehicle trips generated by the site on the local highway network and junctions and promote sustainable travel using upgraded pedestrian links, maximise cycle trips for short to medium distance journeys to the surrounding areas amenities in Cam and Dursley and use of public transport bus and rail connections.

The internal site layout including parking and site estate roads are reserved matters and not for consideration as part of this application, however they will be required to be justified to provide safe and suitable access, swept path tracking and parking provision based on estimated demand.

LANDSCAPE IMPACT

The application site is not the subject of any landscape designations and is located outside the Cotswolds AONB. The site and its immediate surroundings contain no interesting or unusual features.

The site is enclosed on four sides by existing development and consequently would have limited visual harm.

PUBLIC OPEN SPACE

The shape of the site limits the provision of meaningful open and play space however there is the potential to provide a pedestrian link to the adjacent Halt site and a link to the site boundary could be secured via a planning condition.



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AFFORDABLE HOUSING

Policy CP9 of the SDLP requires 30% affordable housing with the units at a tenure mix basis of 50% rented and 50% intermediate affordable housing. The proposal makes provision for 30% on-site affordable housing in accordance with this policy. Tenure mix would be secured via a Section 106 legal agreement.

ECOLOGY & TREES

The Biodiversity Officer has reviewed the scheme and raises no objection subject to conditions. In order to maintain good bat commuter routes along the boundary hedgerows of the site a sensitive lighting scheme and enhancement of the hedgerows should be implemented at the Reserved Matters stage.

Further farmland bird surveys have also been submitted and have concluded that species found to be using the site for foraging purposes were that of House Sparrow, Dunnock, Song Thrush and Bullfinch. Although these species are often found to utilise farmland landscapes they are also found to utilise parks and gardens and therefore are not considered 'specialist' farmland species. It is therefore considered that providing that boundary native hedgerows are retained and enhanced the proposed development is considered to likely have a negligible impact on farmland bird species. The site should be further enhanced by the erection of nest boxes suitable for the species found to be using the site and a landscape and planting scheme that will offer year round resources for wild bird species. This can be achieved by condition.

The site is within 7.7km zone where development has potential to result in increased recreational impacts to the Severn Estuary SPA, SAC & Ramsar site. In such locations the Stroud District Council Interim Mitigation Strategy for the Severn Estuary requires all new housing developments to contribute £385 per dwelling towards mitigation projects or provide a bespoke mitigation strategy. In this instance, the applicant has agreed to pay the relevant contributions. This can be secured via Section 106 agreement.

The proposal involves the loss of fruit trees that are located within the existing curtilage of the bungalow. These trees are not subject to any protection and could be removed at anytime. Whilst this would be regrettable, the fruit trees are not well maintained. The large boundary trees to the north west and east boundaries and hedgerows are to be retained and a tree protection plan has been submitted.

FLOOD RISK

Initially concern was raised by the Lead Local Flood Authority (LLFA) that the use of a pumping station would be inadequate.

The proposal has since revised its drainage strategy and proposes to utilise an existing pumping station at the boundary of the site for discharging to an existing combined sewer rather than discharging surface water runoff to a new pumping station and surface water sewer.

The applicants' drainage consultant has also provided the LLFA with confirmation from Severn Trent Water (STW) of a suggested Scheme of Emergency Growth, which will involve



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STW modelling the existing pumping station and local improvements it requires, in order that STW can promote a scheme to provide additional capacity to serve the site. STW has indicated that once the scheme has been developed, they will agree a discharge rate for the site, which will ultimately inform the detailed drainage strategy for this site.

Representations have commented that there are flooding issues on the site. The site is not however in a floodplain and the Lead Local Flood Authority has raised no objection to the proposal in light of the submitted information.

ARCHAEOLOGY & HERITAGE ASSETS

Whilst the wider locality is known to contain extensive archaeological remains dating to the prehistoric and Roman periods, the County Archaeologist notes the relatively small size of the site and that an evaluation of land to the south west found no significant archaeological remains. As such it is concluded that there is a low risk of significant remains and no archaeological investigation or recording should be required in connection with this development proposal.

PLANNING BALANCE & CONCLUSION

In considering the social dimension of sustainable development, the development strategy of the Local Plan as set out in policy CP3 identifies Cam as a Tier 1 settlement and a primary focus for growth and development to safeguard and enhance its strategic role as an employment and service centre. Whilst the site is adjacent to but outside settlement development limits, and therefore contrary to policies CP2 and CP15 of the Local Plan, the adjacent development The Halt was previously determined by an appeal Inspector to be in a sustainable location in terms of access to local services and facilities. In addition, the development of The Halt and the permitted North East Cam strategic allocation opposite this site means that the site will be surrounded by residential development in the near future. Due to these exceptional circumstances it is difficult to identify what harm development of this site would deliver to the strategic objectives and policies of the Local Plan. In terms of benefits, development of this site would help meet housing needs in a sustainable location at one of the principal settlements of the District and will provide much needed affordable housing. It will also contribute to the government's stated aim of significantly boosting the supply of housing.

In considering the economic dimension of sustainable development, Cam is listed as one of the District's largest employment hubs alongside Dursley. A large proportion of the job sectors in Cam are forecast to grow over the plan period, which means that Cam is likely to benefit from increasing job opportunities for new residents resulting from any future development. Future residents will bring additional local consumer expenditure, which will benefit the local economy and add to the pool of labour to support the strategic employment growth planned for the area and Cam's status as an accessible local service centre.

Turning to the environmental dimension, insofar as the impact on the landscape is concerned, the site is sandwiched between The Halt housing development and the housing of Box Road Avenue. To the south east of the site, on the opposite site of Box Road is the approved North East Cam mixed use strategic allocation and to the north west is an existing employment site. Together these present a unique set of circumstances applicable to the site



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where development would not run contrary to the purposes of settlement development limits: to direct development to sustainable locations; to protect the countryside from isolated development; to ensure development reflects the form and character of settlements and to prevent uncontrolled expansion and coalescence with other settlements.

The purpose of Core Policy 15 is to prevent the proliferation of development in areas away from existing settlement development limits, as they are not generally well located for facilities and services their users may need. In addition, the countryside in some locations may be important to avoid the coalescence of towns and villages and to retain their individual physical separation. Given the unique circumstances applicable to this site, the proposal will not result in the proliferation of development in areas away from existing development, will not result in coalescence and will have an acceptable impact on the character and appearance of the surrounding landscape. In this context, the proposed development technically conflicts with Core Policy 15 but does not offend the purpose of the policy.

Also in respect of the environmental dimension, the site is not at an unacceptable risk of flooding and appropriate drainage can be provided. The development will not harm any designated heritage assets and there are no archaeological constraints on the site. In addition, there will be an acceptable impact in terms of ecology including payment towards the Stroud District Council Interim Mitigation Strategy for the Severn Estuary.

In respect to transport matters, the site is located in a highly accessible location with good access to public transport networks. A safe and suitable access can be provided for the site and the residual cumulative impact on the highway network has been assessed and would not be severe.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

The proposal would deliver significant economic and social benefits; and the pattern of growth would be in an identified sustainable location. There would be limited on or off-site environmental harm. The proposal would bring market and affordable housing forward, and the environmental benefits of a well-designed scheme bringing ecological enhancement as well as providing for wider environmental benefits in locating development in a sustainable location. The proposal therefore constitutes sustainable development when assessed against the NPPF taken as a whole.

In terms of the development plan the proposal would help to deliver Policy CP3 by providing an appropriate level of growth for Cam. Whilst the site is located outside the defined settlement boundary for Cam contrary to Policies CP2 and CP15, there are site specific circumstances and material considerations in this case that are considered to outweigh the conflict with the SDLP.

The application site is directly located between The Halt development (concluded to be a sustainable location by the Planning Inspector for that site at appeal) and the residential development of Box Road Avenue. The site is also directly opposite the North East Cam



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allocated site. Here the proposed development would neither materially impact the countryside nor have a material impact on the setting of Cam.

Whilst lack of harm is a neutral matter in considering the planning balance, this, in combination with the established sustainability credentials for the location and the social, economic and environmental benefits of the provision of affordable housing at policy compliant levels are afforded substantial weight that justifies a departure from the SDLP in this instance.

OBLIGATIONS

* Community Infrastructure Levy payments

* Affordable Housing – 30% (tenure: 50% rented/50% intermediate)

* £385 per dwelling contribution to River Severn Estuary SAC/SP/Ramsar avoidance and mitigation strategy.

REVIEW OF CONSULTATION RESPONSES

It is considered that most concerns have been covered within the body of the report however the following points address those not already include.

The strip of land alongside Box Road is identified as highways land and would be used as part of the access.

The fields are privately owned and the fact that the public have been able to access the field is not a material consideration.

CIL contributions will go towards school and library provision

The lack of landscaping detail is because this is a reserved matter.

RECOMMENDATION

Permit subject to conditions and completion of relevant legal agreement

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.



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Subject to the following conditions:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

3. Before any development is commenced, approval shall be obtained from the Local Planning Authority in writing of the details of the Appearance, Landscaping, Layout and Scale (hereinafter called "the reserved matters").

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Drawing No. 5445/P/01 - Site Location Plan – Received 02.05.2017

Drawing No. BHA_069_02 – Tree Removal & Retention Plan – Received 18.12.2017

Drawing 16-T142-08D – Roundabout Mitigation Drawing

Drawing 5445/P/05 – Existing Site Plan - Received 02.05.2017

Drawing SK03 Rev B – Site Access Junction Visibility – dated 04.10.17

Drawing SP01 Rev B – Site Road Swept Path Analysis – dated 04.10.17

Reason:

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



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5. No construction site machinery or plant shall be operated, no process shall be carried out and no construction related deliveries taken except between the hours of 08:00hrs and 18:00hrs on Monday to Fridays, between 08:00hrs and 13:00hrs on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason:

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

6. No development shall take place within each phase of development, 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 fine particulates 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
- viii. Details of how it is intended to utilise 'best practicable means' to minimise noise and vibration levels;
- ix. A commitment to prohibit bonfires on the site during the development
- x. A scheme to demonstrate how it is intended to liaise with local residents during the construction process, including how complaints will be handled.

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).



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

1. A Phase 1 site investigation carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environment risk assessment, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated sites - Code of Practice.

2. If identified as required by the above approved Phase 1 site investigation report, a Phase 2 intrusive investigation report detailing all investigation works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 investigation of potentially contaminated sites- codes of practice. Where required, the report shall include a detailed quantitative human health and environmental risk assessment.

3. If identified as required by the above approved Phase 2 intrusive investigation report detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end-point of the remediation should be stated, such as site contaminant levels or a risk management action, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from the scheme without prior written approval from the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:-

4. Any previously unidentified contamination encountered during the works as been fully assessed and an appropriate remediation scheme submitted to and approved the Local Planning Authority.

5. A verification report detailing the remediation works undertaken and quality assurance with the approved methodology that has been submitted to, and approved by the Local Planning Authority. Details of any post- remedial criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

For further details as to how to comply with this condition, please contact Katie Larner, Senior Contaminated Land Officer- Tel: (01453) 754469.



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Reason:

To protect the health of future users of the site from any possible effects of contaminated land in accordance with the guidance within the NPPF, in particular, paragraph 120.

8. The reserved matters application shall include details of the existing ground levels, proposed finished floor levels of the dwelling, and the proposed finished ground levels of the site, relative to a datum point which is to remain undisturbed during the development have been submitted to and approved by the Local Planning Authority. Such details shall also provide comparative levels of eaves and ridge heights of adjacent properties and details of the levels of any existing or proposed boundary treatments. The development shall be carried out in accordance with the details as approved.

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 ES7 of the adopted Stroud District Local Plan, November 2015 and the provisions of the National Planning Policy Framework.

9. No works shall commence on the development hereby permitted until a Travel Plan has been submitted to and agreed in writing by the Local Planning Authority, setting out:
 - i. objectives and targets for promoting sustainable travel,
 - ii. appointment and funding of a travel plan coordinator,
 - iii. details of an annual monitoring and review process,
 - iv. means of funding of the travel plan, and;
 - v. an implementation timetable including the responsible body for each action.

The approved Travel Plan 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.



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10. 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 56m 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 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason:

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 35 and policy CP13 of the Local Plan.

11. No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 15m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder 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 the National Planning Policy Framework paragraph 35 and policy CP13 of the Local Plan.

12. No dwelling shall be occupied until a 2m footway is provided along the site frontage with Box Road and the existing footway upgraded where necessary to provide a continuous connection between the site access and Cam & Dursley railway station and the footway south of the Box Road/A4135 junction including tactile drop kerb crossings and up to 2m in width where possible within highway extent unless already provided.

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 the development is designed to give priority to pedestrian movements and provide



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access to high quality public transport facilities in accordance with paragraph 35 of the National Planning Policy Framework and policy CP13 of the Local Plan.

13. 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, suitable and secure access is achieved and maintained for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with 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 Framework.

14. No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason:

To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

15. Details of the layout, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the 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 the



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paragraph 35 of National Planning Policy Framework.

16. The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the buildings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be maintained available for those purposes for the duration of the development.

Reason:

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

17. No development approved by the permission shall commence until a detailed drainage strategy has been submitted to and approved in writing by the Local Planning Authority (LPA). The detailed drainage strategy must consider/ include, but not be limited to -

1. compliance with National and Local Standards/ Guidance including NPPF, non statutory technical standards for sustainable drainage and Building Regulation H;
2. results of infiltration tests carried out in accordance with BRE Digest 365, or other such evidence to demonstrate the viability of infiltration for this site;
3. sufficient evidence to demonstrate the drainage system is technically feasible (e.g. sufficient runoff rate and volume management, appropriate use of climate change factors, system simulations and construction drawings);
4. a scheme of surface water treatment;
5. management of exceedance flows for the 1 in 100 year event plus climate change; and
6. a construction method statement taking into account but not limited to surface water management (quantity and quality) during the construction phase.

The drainage scheme shall be carried out in accordance with the approved details.

Reason:

To ensure the development is provided with a satisfactory means of drainage and thereby preventing risk of flooding. It is important these details are agreed prior to commencement of the development as any works on site could have implications for drainage and water quality in the locality.



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18. No development shall be put in to use/occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, 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.

19. The Reserved Matters application shall provide for a surfaced pedestrian/cycle link up to the site boundary with the adjacent development, The Halt.

Reason:

To minimise hazards and inconvenience for users of the development providing a safe, suitable and secure means of link for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework paragraph 35 and policy CP13 of the Stroud District Local Plan.

20. At the reserved matters stage a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority

a) the strategy will identify the areas/features on site that are particularly sensitive for foraging bats;

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their commuter route.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.



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Reason:

To maintain dark corridors for nocturnal wildlife and in accordance with Local Plan Policy ES6.

21. At the Reserved Matters stage an ecological design strategy (EDS) addressing mitigation and enhancement has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following:

- a) Full details of hedgerows to be retained and protected during construction.
- b) Details of planting, such as hedgerows, wildflower planting and establishment.
- c) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- d) Time table for implementation demonstrating that works are aligned with the proposed phasing of development.
- e) Details for the erection of bird boxes suitable for the species of birds identified during the surveys by EAD ecology, dated 5th September 2017.
- f) Details of initial aftercare and long-term maintenance.

Reason:

To protect and enhance the site for biodiversity in accordance with paragraph 118 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

22. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped, other than in accordance with the prior written approval of the Local Planning Authority. If any retained tree is removed, uprooted, destroyed or dies, a replacement tree shall be planted and that tree shall be of such size and species and shall be planted at such a time and in a position to be agreed with the Local Planning Authority.

Reason:

To preserve trees and hedges on the site in the interests of visual amenity and the character of the area, having regard to Policy ES8 of the adopted Stroud District Local Plan 2015, coupled with paragraphs 17, 117 and 118 of the National Planning Policy Framework 2012.



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23. The development shall be undertaken in accordance with the arboriculture method statement and tree protection plan in the report dated May 2017. All of the provisions shall be implemented in full according to any timescales laid out in the method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To safeguard the retained/ protected tree/s in accordance with Stroud District Local Plan Policies.

24. The development hereby permitted shall not be brought into use until works for the disposal of sewage have been provided on site to serve the development, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development. Development shall then be carried out in strict accordance with the details approved and maintained as such thereafter.

Reason:

To ensure adequate provision is made for the disposal of sewage.

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 is advised that to discharge street management and maintenance condition. that the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

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.

3. Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, & c.) Regulations. Prior to



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commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult Natural England (0845 6003078).

4. Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.