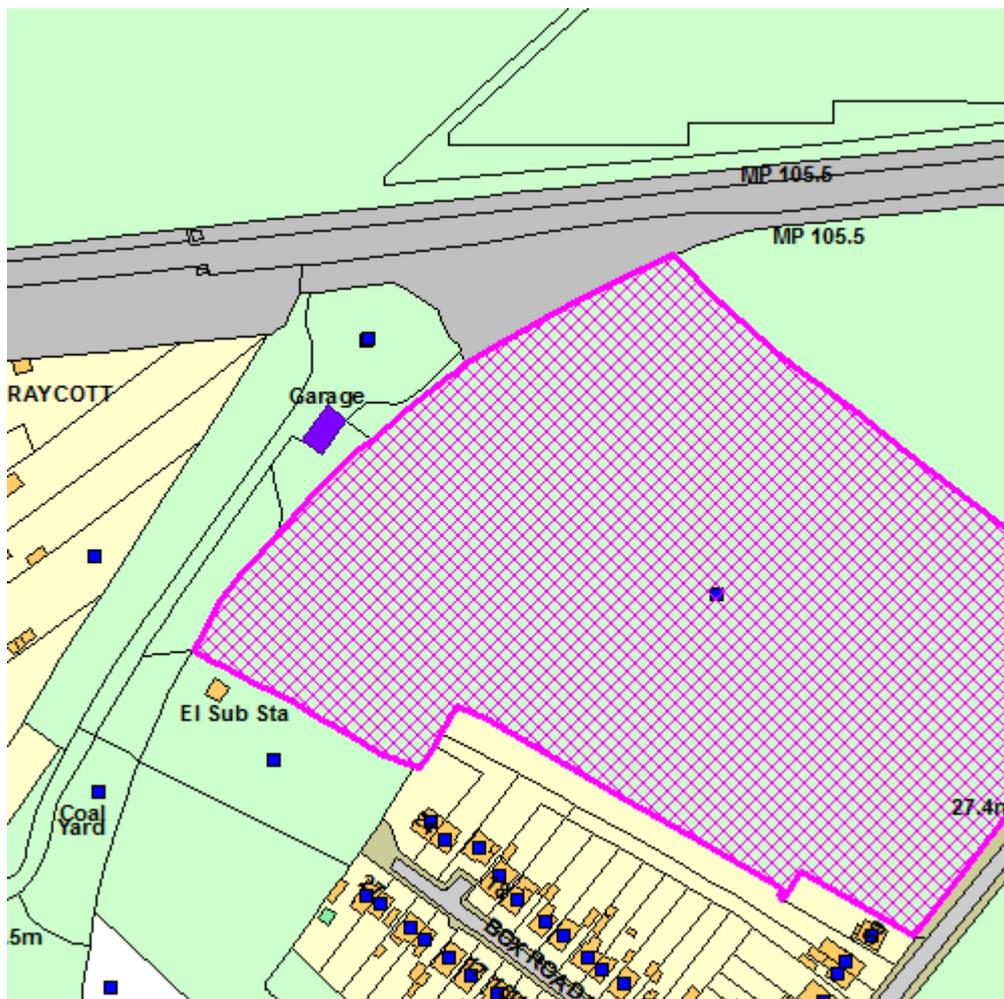




Development Control Committee Schedule

Item No:	01
Application No.	S.17/1366/OUT
Site No.	PP-06028999
Site Address	Land North West Of, Box Road, Cam, Gloucestershire
Town/Parish	Cam Parish Council
Grid Reference	375076,202009
Application Type	Outline Planning Application
Proposal	Outline permission for up to 90 residential dwellings with public open space, landscaping, Sustainable drainage system (SuDs), additional parking facilities for Cam and Dursley Railway Station and vehicular access point from Box Road. All matters to be reserved with the exception of the main site access.
Recommendation	Resolve to permit
Call in Request	Planning Manager





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Applicant's Details	Gladman Developments Gladman House, Alexandria Way, Congleton Business Park, Congleton, CW12 1LB
Agent's Details	None
Case Officer	Ceri Porter
Application Validated	23.06.2017
CONSULTEES	
Comments Received	Planning Strategy Manager (E) Conservation South Team Contaminated Land Officer (E) Biodiversity Officer Archaeology Dept (E) Severn Trent Water Ltd (E) Natural England (E) Parish / Town
Constraints	Landfill Protection Zone Within 50m of Listed Building Neighbourhood Plan Cam Parish Council SAC SPA 7700m buffer
OFFICER'S REPORT	

MAIN ISSUES

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

DESCRIPTION OF SITE

The application site is approximately 3,6ha and located to the north west of Box Road and comprises of a single agricultural field. The site is enclosed by mature hedgerows.



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To the north west of the site is the Coaley Junction site, to the north east is the agricultural field with Cam & Dursley Railway Station beyond. To the south west are the residential properties of Box Road Avenue and Box Road itself forms the south east boundary,

PROPOSAL

Outline planning permission is sought for up to 90 dwellings (including 30% affordable housing), 0.9 ha of open space, a new car parking area to provide additional spaces for users of Cam & Dursley Railway Station (approximately 40 spaces) and a new access onto Box Road.

All other matters other than access are reserved for future consideration.

REVISED DETAILS

None

MATERIALS

Roof: For future consideration

Walls: For future consideration

REPRESENTATIONS

Statutory Consultees:

Severn Trent Water – No objection subject to conditions

Senior Contaminated Land Officer – Recommends full contaminated land condition

Senior Conservation Officer – Subject to detailed design the proposal could be acceptable and result in no harm to heritage assets.

Senior Biodiversity Officer – No objection subject to conditions and Legal Agreement.

Cam Parish Council – Object. Application should be refused. The site is outside defined settlement limits. There are concerns regarding flooding and drainage, environmental issues and access. This, in addition with the 450 dwellings proposed opposite would have a detrimental impact on the roundabout.

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

Natural England – No objection subject to appropriate mitigation and contribution to the Severn Estuary mitigation strategy once adopted.

County Archaeologist – No further archaeological investigation or recording should be undertaken in connection.

LLFA – no objection subject to conditions.

Network Rail – No objection subject to informatives.



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Highways England – No objection.

Public: 56 letters of objection and comments are summarised as follows:

- * The site is outside the settlement boundary;
- * The area will become saturated – already had fair share of new housing;
- * The road is struggling already;
- * Greenfield site should not be built on;
- * Huge traffic issues – more congestion will result;
- * Lack of infrastructure – schools etc;
- * Wildlife will be lost;
- * The site floods;
- * Loss of prime agricultural land;
- * This is a green belt area;
- * Box Road junction should have roundabout or lights.

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:

- 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.
- CP13 – Demand management and sustainable travel measures.
- CP14 – High quality sustainable development.
- EI12 – Promoting transport choice and accessibility.
- 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.



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ES6 – Providing for biodiversity and geodiversity.

ES7 – Landscape character.

ES8 – Trees, hedgerows and woodlands.

ES10 – Valuing our historic environment and assets.

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)

Stroud District Landscape Assessment SPG (2000)

Planning Obligations SPD (2017)

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

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:

PRINCIPLE OF DEVELOPMENT

The Local Plan has been adopted and full weight should be given to its contents, in accordance with paragraphs 12 and 15 of the NPPF. 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 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.

In terms of affordable housing, the District Council has an agreed housing strategy and house building programme to deliver a significant number of affordable homes, in excess of the numbers that could be achieved simply through policy compliant market housing sites. The Council can therefore demonstrate that the Local Plan will meet all housing supply requirements and therefore that policies in the Local Plan are up-to-date.

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 as set out in policy CP3. 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.

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



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It is acknowledged that the nearby Halt development on Box Road, recently completed, was granted permission on appeal before the Local Plan was adopted and at a time when the Council could not demonstrate a 5 year supply of land for residential development. Both these circumstances have now materially changed. On the face of it, the proposed development would involve the further unplanned extension of Cam into adjoining greenfield land.

It should however be noted that at the appeal for the nearby site (The Halt) the Planning Inspector concluded that the appeal site was in a sustainable location for development. It must also be accepted that the application site, located close to the housing development at The Halt, and opposite a major housing allocation, may not materially impact upon the countryside or have a material impact on the landscape setting of Cam.

Given this, the location of the site outside settlement development limits needs to be considered against the established sustainability credentials of the location and any benefits associated with the proposal and the planning balance weighed accordingly.

DESIGN AND APPEARANCE

With the exception of the site access all other details of appearance, landscaping, layout and scale are reserved for future consideration. Notwithstanding this the submitted Design & Access Statement and illustrative master plan demonstrates that up to 90 dwellings could be accommodated on the site comfortably, of a design and size to reflect the local vernacular.

RESIDENTIAL AMENITY

The proposed illustrative master plan indicates that there would be sufficient room to allow minimum distances between existing and proposed dwellings to ensure privacy and amenity are respected.

HIGHWAYS

The site access is the only matter considered as part of this application and the principle of the development. The application also includes outline provision for additional train station parking within the site boundary to alleviate existing parking demand generated by the station.

It is noted there have been a number of objections regarding traffic generation and impact on the local highway network and junctions related to highway safety impact, the site, scale and parking. The traffic impact of the proposed dwellings has been extensively considered and accepted following revised assessments of the combined future years junction impact of the site including surrounding committed developments.

The site is within 250m walking distance of Cam and Dursley railway station providing regular connections to Bristol and Gloucester with regular bus services from the station 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.



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Box Road is a class 3 highway subject to a 30mph speed limit with street lighting and a varying width footway along the site frontage side of the road to the railway station and on the opposite side of the road to the southwest towards Cam. The use of sustainable travel options by foot, cycle and public transport will be sought to be promoted with a conditioned travel plan to include achievable but stretching targets to reduce estimated single occupancy vehicle trips and increase sustainable mode share via different measures and local improvements.

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 both generally being attributed to driver error and the slight collision, causation unclear, 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.

Following extensive consultation between the applicant's agent and the Local Highway Authority suitable capacity modelling was provided from the site access onto the following points surrounding the site to assess the highway impact:

- * Box Road;
- * Box Road/A4135 (Draycott Road) junction;
- * A4135/Cam Pitch/Chapel Street/Noel Lee Way;
- * Woodfield Road/Tilsdown/Cam Pitch; and,
- * A38/A4135/St Johns Road junction.

The transport assessment of these surrounding highway junctions was made based on a future years 2022 base traffic growth estimate, including committed developments such as the 450 dwelling Millfields mixed use development traffic on the opposite side of Box Road and the currently proposed 38 dwelling development site south of Box Road Avenue. The junction capacity assessments were revised following Highway Authority checks.

The junction modelling of the proposed priority junction onto Box Road illustrated that the impact would be minimal in the AM and PM peak hours and no queue length in 2022 accounting for committed developments and the proposed 38 dwelling development slightly to the south.

The junction modelling for the priority Box Road/A4135 junction demonstrated that using 2022 as the base year with the surrounding developments and the application site traffic using the upgraded junction resulting from committed development highway works would remain within theoretical capacity with increasing queue lengths of between 1-2 vehicles. It was noted that the junction capacity is restricted for right turn and north bound movements with some northbound junction blocking observed, however further evidence of junction operation by the agent did illustrate northbound vehicles could pass waiting right turning vehicles into Box Road, with additional highway space to be provided by the committed junction improvement works associated with the committed S.15/2804/OUT Millfields site. However, as part of robust assessment further junction modelling was provided with blocking



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of northbound A4135 movements by northbound right turning Box Road movements. This modelling demonstrated no impact on practical Ratio of Flow to Capacity (RFC) in the PM period. The AM peak period experienced a more significant increase in RFC reducing capacity from Box Road south resulting in a queue length increase of 6 vehicles and increase in RFC north from Box Road of 3 vehicles queuing, and a 6 additional vehicles queuing northbound from the A4135 through the junction and onto Box Road. This increase would not be significantly detrimental to warrant refusal.

The A4135/Cam Pitch/Chapel Street/Noel Lee Way junction was found to have RFC's above theoretical capacity in 2022 without the application site development traffic and nearby 38 dwelling site traffic, however including this traffic resulted in a limited maximum increase on the Noel Lee Way arm and a maximum queue length increase of 7 vehicles on the A4135 High Street arm which again is not significantly detrimental to warrant refusal.

The transport assessment through trip distribution of the estimated site traffic based on journey to work data illustrates that there would only be an expected 0.4% increase in traffic on the Woodfield Road/Tiltdown/Cam Pitch resulting in an increase in 6 vehicles at this junction during both the AM and PM peak hours with a negligible impact. This assessment has been accepted and no further modelling was sought combined with the previous junction impact, which would be further dissipated at this junction.

Finally the additional traffic impact on the A38/A4135/St John's Lane roundabout junction has been assessed following revised modelling with the results showing that in the 2022 base year development traffic with proposed mitigation works to the approach arms will improve RFC capacity and queues of 44 to 40 vehicles in the AM and PM peaks respectively down and queues of 1 vehicles on the A38 south arm. The mitigation works increasing capacity on the St Johns Lane approach arm will reduce RFC and increase capacity from 5 queuing vehicles in the AM and PM peaks to queues to 3 vehicles. No mitigation works are proposed to the A4135 arm which only increases slightly in the PM peak, queues increase in the AM peak by 10 vehicles and only 4 vehicles in the PM peak. Whilst the AM increase in queues is noted it is accepted that proposed mitigation to the other junction arms significantly reduces overall junction delay by approximately 58 seconds and therefore on balance with the mitigation the highway impact of the development is not significant and generally improves junction operation, including development and Cam traffic inbound on the A4135 especially in the PM peak period. Given this, GCC Highways consider that the combined developments would not result in a detrimental impact on the improved junction capacity to warrant refusal.

There is a potential issue with a widened carriageway on the northbound A38 arm for pedestrians to cross however this would be reviewed at detailed design stage and would demonstrate any necessary upgrading of the crossing.

The site access provides suitable visibility for the 30mph speed limit highway for emerging site, however as shown by adjacent speed surveys a 56m visibility splay would be required. In addition, suitable swept path plans illustrating two-way passing of the area refuse vehicle and a box van have been provided on drawing 13.1 dated 01/12/17 and 13 Rev A.



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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.

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

The provisional travel plan is accepted to promote sustainable transport use and reduce single occupancy vehicle traffic generated by the site based on the proposed measures subject to monitoring and contingency measures.

The proposal includes additional parking facilities (circa 40 spaces) for Cam and Dursley Railway Station. It is acknowledged that the current station car park, already extended, is often full and this leads to overspill parking on Box Road. GCC Highways has confirmed that the proposed car park would be welcomed and would represent an important benefit to the railway station facility, encouraging more sustainable patterns of movement from Cam and the surrounding area, and would provide a useful provision to address parking issues generated by the station based on growing parking demand and alleviate potential parking problems along Box Road.

Given the above, GCC Highways raise no objection subject to conditions as the proposal would not result in a significant detrimental impact to warrant a refusal of planning permission.

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 SALA Landscape Sensitivity Assessment 2016 identified the landscape sensitivity of the site for a housing use as Medium and states that 'housing development could be accommodated on the west of Box Road preferably retaining and enhancing the adjoining hedgerows and trees.

The proposal will result in a permanent change to the character of the application site however it is located alongside Box Road Avenue, close to the new housing development at The Halt, and adjacent to a major housing allocation. It is proposed to retain and enhance the boundary hedgerows and trees. Consequently, and as identified within the submitted Landscape and Visual Impact Assessment, the proposal would moderately affect the countryside and would not have a material impact on the landscape setting to Cam.



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PUBLIC OPEN SPACE

The proposal includes 0.9ha of open space that equates to 25% of the overall site area. This includes informal open space and an equipped children's play area. The phasing requirements for these elements and a long term maintenance and management plan for these areas would be secured within any Section 106 legal agreement.

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

An Ecological Appraisal (Aspect Ecology, May 2017) and Farmland Bird Note, (Ecology Solutions, September 2017) has been submitted in support of the application. The Biodiversity Officer has reviewed the documents and is satisfied with the mitigation and enhancement recommended. Conditions are recommended to secure such works and their maintenance.

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 would be secured via a Section 106 Agreement.

FLOOD RISK

Representations have commented that there are flooding issues on the site however the site is located within Environment Agency Flood Zone 1 (i.e. land being assessed as having a less than 1 in 1000 annual probability or <0.1% chance of flooding) and the Lead Local Flood Authority, concerned with localised flood risk, has raised no objection to the proposal in light of the submitted information.

FOUL DRAINAGE

A Foul Drainage Analysis document has been submitted that clearly demonstrates how the proposed development can be drained by discharging foul water flows to the public sewerage network. The assessment carried out by Severn Trent Water confirms that this development will not cause any detriment to existing levels of performance in the receiving sewerage and sewage treatment systems. Matters relating to foul drainage have been properly assessed and are comprehensively addressed in other primary legislation, meaning there is no impact which would make the development unacceptable in planning terms in the absence of a condition.



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ARCHAEOLOGY & HERITAGE ASSETS

The application site is adjacent to the site of the former Coaley Junction railway station and its associated railway line. The station closed in 1968 and the branch line became a private siding. The station buildings have since been demolished but the former goods shed survives and this is grade II listed. This goods shed is an important survivor relating to the historic social and industrial history of the locality. Furthermore, it is a local landmark building and can be seen in its isolation from viewpoints along Box Road.

As an important historic building, and an important building within the landscape, it is essential that the historic setting of the goods shed is preserved. Whilst this does not preclude any development in the adjacent field, any new development needs to be carefully considered in order to have a minimal impact on the setting of the listed building. New development should allow for the open setting of the goods shed to be maintained and preferably enable long range views and an appreciation of the inherent character and appearance of the historic asset.

Whilst the goods shed originally had development in its proximity, this was in the form of other railway paraphernalia including the station and track. Residential development would be at odds with this and therefore new development here needs to respect the context of the goods shed and its historic environment.

It is considered that this proposal, with attention to detail, could be in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act that requires the decision-maker to have special regard to desirability of preserving the building or its setting or any features of special architectural or historic interest it possesses.

With regard to archaeology, an archaeological evaluation was undertaken by Cotswold Archaeology that resulted in a negative evaluation with no significant archaeological remains observed during the investigation. On this basis the County Archaeologist concludes that the application site is unlikely to contain any significant archaeological remains and that no further archaeological investigation or recording is required.

NOISE

A noise assessment for the proposed residential development with dominant noise sources affecting the development site identified as the railway line, the M5 and Box Road. There is also the potential for noise from the business element proposed as part of the North East Cam approved allocation site on the opposite side of Box Road.

In policy terms, there is no presumption against development in places with high noise levels, provided that the noise can be adequately mitigated taking into account the economic and social benefits of the proposed scheme.

To ensure there will be no adverse impact upon residents, the Environmental Protection Manager recommends that a noise mitigation scheme is submitted prior to commencement.



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PLANNING BALANCE & CONCLUSION

In terms of identified harm, the submitted application material, assessments and reports, find no technical or environmental issues that would preclude development subject to planning conditions and obligations.

The main issue is the conflict with the adopted SDLP. Whilst policy CP3 identifies Cam as a Tier 1 settlement and a primary focus for growth and development to safeguard its strategic role as an employment centre, the site is located outside settlement limits and as such development of this land is contrary to policy CP2 of the Local Plan. In addition, the development proposed does not satisfy any of the principles or criteria and is therefore contrary to Core Policy CP15.

In terms of benefits, it must be acknowledged that the site would deliver new market housing and provide a policy compliant level of affordable housing at 30% (up to 27 units). In addition, the proposal offers the rare opportunity to deliver additional parking provision for users of Cam & Dursley Railway Station to support growing parking demand and to alleviate existing and potential future parking problems along Box Road.

The site is located outside the defined settlement boundary for Cam where the proposed development is contrary to the SDLP, however, 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 near The Halt development concluded to be a sustainable location by the Planning Inspector at appeal. The site is located alongside an existing residential development and directly opposite the North East Cam allocated site. Here the proposed development would neither materially impact the countryside nor have a material impact on the setting of Cam. 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.

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 benefits of the provision of affordable housing at policy compliant levels plus railway station parking to relieve pressure on the existing parking facilities are afforded substantial weight that justifies a departure from the SDLP in this instance.

OBLIGATIONS

Community Infrastructure Levy payment.

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

Provision of the surfaced and fenced car park.

Provision of onsite informal open space and an equipped children's play area (including phasing and maintenance).



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

REVIEW OF CONSULTATION RESPONSES

With regard to infrastructure, the CIL tariff money contributes to. It is considered that the consultation responses have been addressed within the body of the report.

RECOMMENDATION

Permit subject to conditions and the signing of a S106 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.

Subject to the following conditions:	<ol style="list-style-type: none"><li data-bbox="459 1093 1511 1198">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.<li data-bbox="459 1384 1511 1529">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.<li data-bbox="459 1715 1511 1861">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.
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4. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Drawing No. 61060/SLP – Location Plan– Received 15.06.2017
Drawing No 16-T142_13.1 – Swept Path Analysis – Site Access – Received 04.12.2017
Drawing No.16-T142_13.2 - Swept Path Analysis – Site Access – Refuse– Received 04.12.2017
Drawing No.16-T142_13.A - Swept Path Analysis – Site Access – Refuse– Received 04.12.2017
Drawing No 16/T142 08 Rev C - Proposed Mitigation at A38 Bristol Road Roundabout – Received 04.12.2017

Reason:

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

5. The junction improvement works to the A38/A4135/St Johns Lane junction A38 south and St Johns Lane arms should be carried out in general accordance with drawing 16/T142 08 Rev C prior to occupation of the proposed dwellings.

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 32 and policy CP13 of the Local Plan.

6. 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.



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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.

7. 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.

8. 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.

9. 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



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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 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.

10. 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 the residential properties 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 and 45 dB LAm_{ax} 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.

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.

11. 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;



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- 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).

12. 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.

13. 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 paragraph 35 of National Planning Policy Framework.



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14. 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.

15. 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.

c) 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.

Reason:

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

16. No development including site clearance or soil stripping shall commence until an ecological design strategy (EDS) addressing mitigation and enhancement as recommended within the submitted Ecological Appraisal, by Aspect Ecology, dated May 2017 and Farmland Bird Note, by Ecology Solutions, dated September 2017 is to be submitted to and approved in writing by the local planning authority.



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The EDS shall include the following:

- a) Full details of hedgerows to be retained and protected during construction.
- b) A reptile protection and mitigation scheme.
- c) Badger sett protection details.
- d) Details of planting, such as hedgerows, wildflower planting and establishment.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Time table for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Details for bat roosting provisions and bird nesting provisions
- h) 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.

17. No development shall commence on site until a detailed design and timetable of implementation for the surface water drainage strategy (e.g. Sustainable Drainage System – SuDS) presented in the Flood Risk Assessment (SHF.1132.090.HY.R.001.A) and subsequent correspondence (RE: Response to Gloucestershire County Council comments) has been submitted to and approved in writing by the Local Planning Authority. The detail must demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to use/occupied.

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, flood risk and water quality in the locality.



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18. No development shall be brought 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 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 I 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 environmental 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 II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code 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 II intrusive investigation report, 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, as well as how this will be validated. Any ongoing monitoring should also be outlined. No deviation shall be made from this scheme without prior written approval from the Local Planning Authority.



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

4. Any previously unidentified contamination encountered during the works has 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 certificates to show that the works have been carried out in full accordance with the approved methodology has been submitted to, and approved by, the Local Planning Authority. 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.

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

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.

20. 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.

21. The development shall be undertaken in accordance with the arboriculture method statement and tree protection plan in the report Aspect Arboriculture 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.



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22. The proposed car park to serve the railway station will provide a minimum of 40 car parking spaces and shall be laid out in accordance with the guidance set out in Manual for Streets (2007).

Reason:

To ensure a satisfactory form of development in accordance with Policy ES12 of the adopted Local Plan Stroud District.

Informatives:

1. In accordance with Article 35 (2) the Local Planning Authority have worked with the Applicant. Whilst there was little if any pre-application discussion on this project, it was found to be self contained and required no further dialogue with the applicant.

2. Highways

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 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.

A pedestrian crossing assessment using current assessment guidance including LTN 1/95, 2/95 and the Design Manual for Roads and Bridges will be required to ensure the pedestrian crossing facilities following the roundabout highway works are suitable and upgraded where necessary.

3. Your attention is drawn to the Notes provided in Network rail response dated 20.07.2017.