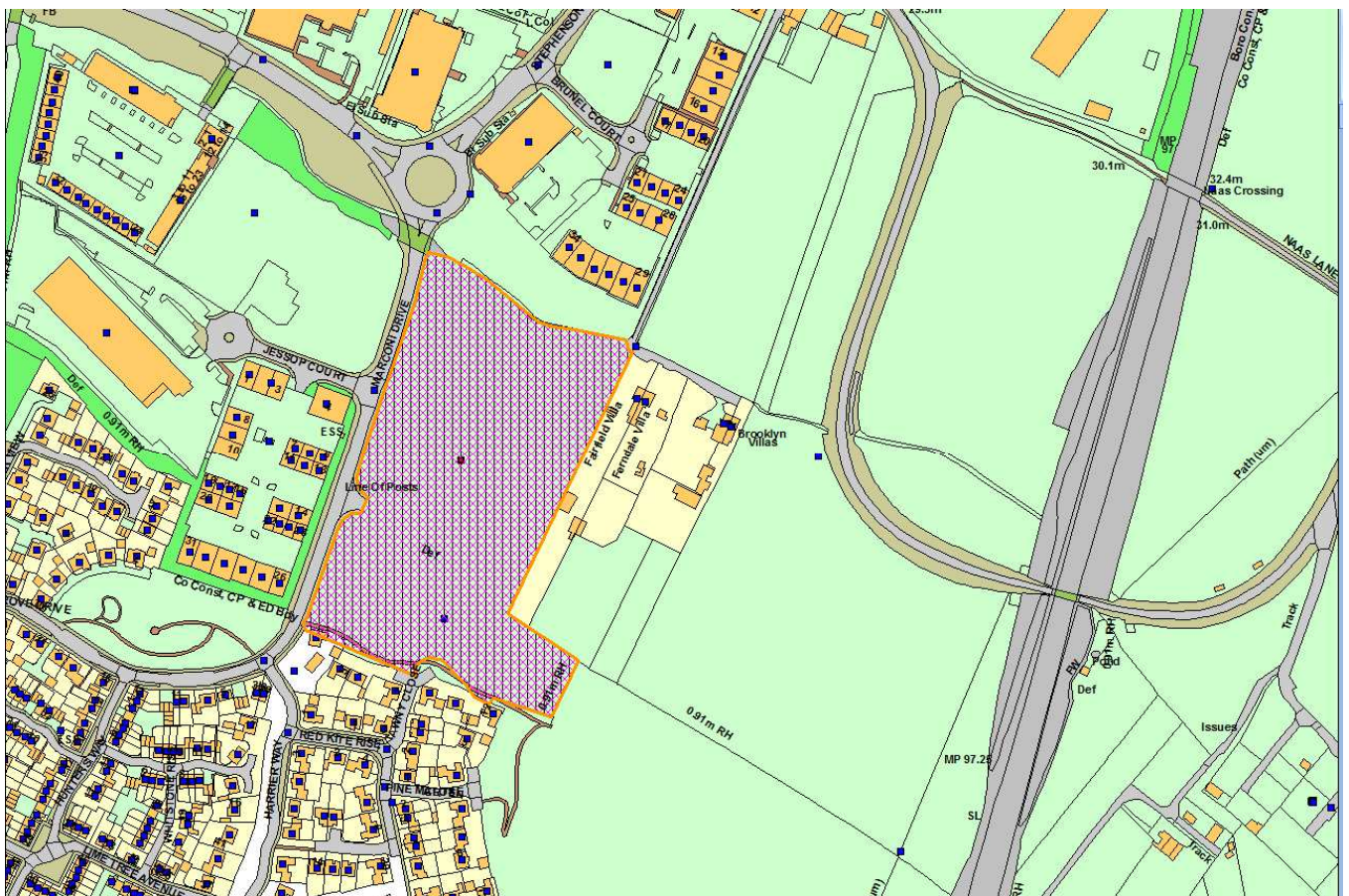




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Item No:	02
Application No.	S.17/1446/FUL
Site No.	PP-06093378
Site Address	Land East Of Waterwells, Marconi Drive, Quedgeley, Gloucester
Town/Parish	Hardwicke Parish Council
Grid Reference	381631,212442
Application Type	Full Planning Application
Proposal	Erection of 118 dwellings and associated works including access, drainage and landscaping (cross boundary application - duplicate planning application also submitted to Gloucester City Council).
Recommendation	Resolve to Grant Permission
Call in Request	Parish Council





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Applicant's Details	C/o Agent Crest Nicholson South West Ltd
Agent's Details	Peter Stockall GVA, St Catherine's Court, Berkeley Place, Bristol, BS8 1BQ
Case Officer	John Chaplin
Application Validated	26.06.2017
CONSULTEES	
Comments Received	Development Coordination (E) Quedgeley Town Council Development Coordination (E) SDC Water Resources Engineer Biodiversity Officer Contaminated Land Officer (E) Flood Resilience Land Drainage Development Coordination (E) Hardwicke Parish Council Highways England
Constraints	Mixed use Allocation Neighbourhood Plan Haresfield Parish Council Hardwicke Parish Council Affecting a Public Right of Way
OFFICER'S REPORT	

MAIN ISSUES

- o Principle of development
- o Design, Appearance and Layout
- o Residential Amenity
- o Highways
- o Affordable Housing
- o Landscape impact
- o Ecology
- o Contaminated land
- o Drainage & Flood risk
- o Archaeology
- o Public Open Space
- o Obligations



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DESCRIPTION OF SITE

The application site lies between Hunts Grove and Waterwells Business Park. It is accessed via Marconi Drive, which borders the west of the site and links via Waterwells Drive to the main A38. Marconi Drive is a 30 mph road with pavements on both sides and street lights.

To the north of the site lies Dimore Brook and the industrial units of Waterwells Business Park, while to the west are further business units within Jessops Court and a vacant commercial site. To the east are a few detached and semi-detached dwellings of traditional design and set within long gardens. Beyond the dwellings the current paddock has a further residential proposal under consideration by Gloucester City. To the south is the Hunts Grove development. The adjacent section provides housing with open space to the SE.

Work has started on the site with ground works underway, focusing on the Gloucester end of the site. The land was vacant, covered by grass with a number of scattered bushes/small trees and hedgerows. Mature trees and dense vegetation are on the northern border by Dimore Brook. There are a line of taller trees along the southern boundary with the Hunts Grove development. The site slopes gently from south to north.

There is a footpath towards the north boundary of the site, along the southern side of Dimore Brook, identified as Public Right of Way Quedgeley Footpath 19.

The development site covers land within both Stroud District and Gloucester City and in these circumstances both Councils are required to determine applications covering the entire site, including land outside their administrative boundary.

PROPOSAL

This is a full application for 118 dwellings and associated works. Given the cross boundary location, the majority of the site is within Gloucester City, only 34 dwellings are proposed within the Stroud.. A duplicated planning application has been submitted to Gloucester City Council (17/00699/FUL).

The scheme consists of two, two and half, and three storey units providing two, three and four bedroom properties across the overall site in the form of detached, semi-detached and terraced houses and flats. Overall there would be five blocks of flats, predominantly facing Marconi Drive, but also including another block set further in to the site, adjacent to the northern boundary.

REVISED DETAILS

Revised plans March 2018, May 2018, Jun 2018, 03 Aug 2018 and 28 Aug 2018 including amending the number of units, affordable housing, layout.

Additional archaeological, ecology, highway, drainage and flood risk information also submitted.



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MATERIALS

Roof: Slate effect tiles

Walls: Red multi brick and white render with a dark grey weatherboarding and blue/grey feature brick

REPRESENTATIONS

Statutory Consultees:

Revised Hardwicke Parish Council:

Object to the proposal as consider it not fully compliant with the policies of the NPPF, Stroud District Council Local Plan Core Policies and the policies of the Hardwicke Neighbourhood Development Plan.

Primary concern relates to Transportation matters.

- Parking is a problem with the lack of dedicated parking in Hunts Grove given rise to serious parking issues.
- Until the new southern Hunts Grove access road is built, Marconi Drive will be the only access road and carries a large amount of commercial and residential traffic.
- Highlights the response from Highways England flagging up the potential issues with M5 junction 12 and traffic flows through Hardwicke around the Cross Keys roundabout
- Within the layout itself concerns are raised with the ability for vehicles to pass each other in places, the lack of disabled parking spaces and the ability of a refuse vehicle to access all of the site.

Other concerns are outlines as follows:-

- a) The Hunts Grove residential development recognised the key characteristic of chimneys across the parish of Hardwicke, however the dwellings in this development are shown with none at all. Uncharacteristic double high windows.
- b) Providing new housing at the expense of employment opportunities, while providing limited open space on current open space would be no great benefit.
- c) Low level of affordable housing provision
- d) Not really increasing permeability across the site or integration with Hunts Grove Masterplan, while a sustainable urban drainage is just a requirement.
- e) The development is outside of the Hardwicke settlement boundary making it non-compliant with Hardwicke Neighbourhood Plan Policy GEN1.
- f) No information in the proposal to indicate that the needs of the elderly, those with specific needs, minority groups or lifetime accommodation has been provided.
- g) No Construction Environmental Management Plan for the development.

Original Hardwicke Parish Council:

Object to the proposal as consider it not fully compliant with the policies of the NPPF, Stroud District Council Local Plan Core Policies and the policies of the Hardwicke Neighbourhood Development Plan.

- a) Not sustainable development when contrary to plan - outside settlement limit.
- b) Too high a density for this rural community.
- c) Overdevelopment with number of dwellings including apartments.
- d) Concern regarding noise from adjacent commercial sites.



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- e) Site construction and operation issues
- f) Loss of employment land
- g) Additional pressure of wider highway network including Cross Keys and M5 Jnc
- h) Additional pressure on Hunts Grove's only access. Should wait for A38 access.
- i) Insufficient parking provision.

Revised Quedgeley Town Council:

Neither support or object but wish to see a S106 or community infrastructure levy to mitigate the impact this development will have in Quedgeley.

Original Quedgeley Town Council:

Policy CP.8 of the Stroud District Council states; 'residential development proposal will need to have a layout, access, parking, landscaping and community facilities that are appropriate to the site and its surroundings.' To meet the day to day demands of the community and to address to parking issues currently experienced on the nearby Kingsway development an average parking standard of 2 parking spaces per property should be considered.

Haresfield Parish Council: No comment received

GCC Highways: No highway objection subject to conditions.

Highways England: No objection subject to recommended conditions

GCC Public Rights of Way (PROW): The footpath EQU19 needs to be retained at a good width with a temporary closure during construction.

Natural England: Understand the narrative and conclusions set out in the HRA and concur with the findings. They do however advise that the Authority be made aware of a recent court case at the Court of Justice of the European Union in relation to the interpretation of mitigation measures at the screening stage of a Habitat Regulations Assessment.

SDC Senior Biodiversity Officer: Recommends conditions

GCC Archaeology: No further archaeological investigation or recording should be required.

GCC as LLFA: No objection subject to conditions

SDC Drainage Engineer: Recommends condition

Environmental Heath: Recommends conditions

Senior Contaminated Land Officer: No remediation is required.

Public:

19 Objections and comments received

Raising the following issues:

Insufficient parking provided. Already parking issues in Hunts Grove.

Traffic surveys should be based on Hunts Grove being built.

Impact of construction traffic given work already going on at Hunts Grove.

Crest Nicholson delayed A38 link road and community facilities.

Should finish houses on Hunts Grove first.



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More affordable housing (and apartments) should be provided within Gloucester side.

Loss of employment land for nearby planning housing.

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available to view at:

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

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66(1). If impact on or setting of listed building.

Section 72(1). If impact on Conservation area.

Stroud District Local Plan adopted 2015.

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

www.stroud.gov.uk/localplan

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.

CP7 - Lifetime communities.

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.

EI3 - Small employment sites (outside identified employment areas).

EI4 - Development on existing employment sites in the countryside.

EI12 - Promoting transport choice and accessibility.

ES1 - Sustainable construction and design.

ES3 - Maintaining quality of life within our environmental limits.

ES4 - Water resources, quality and flood risk.

ES5 - Air quality.

ES6 - Providing for biodiversity and geodiversity.

ES7 - Landscape character.

ES8 - Trees, hedgerows and woodlands.

ES12 - Better design of places.

The proposal should also be considered against the guidance laid out in SPG Residential Design Guide (2000), SPG Residential Development Outdoor Play Space Provision, SPG



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Stroud District Landscape Assessment, SPD Planning Obligations (2017) Heritage Strategy SPA (2018) and IHCA SPD.

Hardwicke Neighbourhood Development Plan was adopted on 19th October 2017 and forms part of the development.

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

PRINCIPLE OF DEVELOPMENT

The Local Plan has been adopted and full weight should be given to its contents, in accordance with paragraphs 11 and 12 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 site is located outside the settlement limit and is not part of the Hunts Grove allocation and therefore is contrary to Policies CP2 and CP3 of the Local Plan and Policy GEN1 of the Hardwicke NDP.

Development beyond settlement development limits is subject to Local Plan Policy CP15. The development proposed does not satisfy any of the principles or criteria set out in Policy CP15 and is therefore also contrary to this policy. The residential development of this land would be contrary to the Local Plan, in terms of its objective of preventing the uncontrolled expansion of settlements and protecting the countryside.

However, whilst the scheme is not within the settlement limit or a residential allocation and would normally be resisted, this site is enclosed by development, the approved Gloucester side of this scheme, Hunts Grove and adjacent employment developments. The impact on the countryside/landscape which these core policies seek to protect would be limited and therefore can only be given limited weight.

The Council has housing land supply figures of in excess of 5 years and as such there is no overriding need for open market residential development in this location. However, the site has been considered through the SALA process as having future potential and has been identified as a possible alternative site within the emerging strategy of the Local Plan review.

Whilst not allocated on the Stroud side the site was allocated for employment use under the Gloucester Local Plan (Second Stage Deposit Local Plan 2002). Outline planning permission was granted in 2010 on both sides of the LPA boundary for office/light industrial commercial development with all matters reserved except access. No reserved matters were ever submitted for this application and it is no longer extant. Additionally, quite a considerable time had passed since there had been a valid employment use planning permission on the site. The applicant outlines that they have marketed the site for employment for a consideration time but, as highlighted by the Parish Council, the loss of a potential employment site is a shame.



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Following discussions between the policy planners at Gloucester City and Stroud, the site has been allocated within the draft Gloucester City Plan for residential use (Ref SA13). Whilst the site has an employment permission and an old employment allocation in the old Gloucester City Plan, there is no 'in principle' policy objection from Gloucester City. The section of the Stroud side is limited in size and frontage and being between two residential areas makes it unattractive for commercial use on its own.

With this background Gloucester City have already granted planning permission for a duplicate application for the development. This permission is a material consideration and should be afforded significant or substantial weight in the consideration of the application on the Stroud side.

Therefore, whilst contrary to the Local Plan, with the significant weight of the Gloucester City decision and looking to make an effective and efficient use of land no 'in principle' issue is raised with this proposal.

DESIGN, APPEARANCE AND LAYOUT

Officers have liaised with Gloucester City to provide the overall scheme as a combined single development with no physical or design divide between the administrative divide. The existing landscaping adjacent to the Hunts Grove has been maintained with footpath connections linking this site into the Hunts Grove community, facilities and open space etc. This can be controlled via the conditions and S106.

On the perimeter of the site, along Marconi Drive, would be apartments. The scale of these acts as a transition between the adjacent large commercial buildings to the residential area beyond. The size and form of the residential dwellings behind are broken up with the layout providing good overlooking of public areas and quieter and more private rear gardens. The urban design officer at Gloucester considers the appearance of the dwelling types to be well balanced.

The Parish Council's concern about the lack of chimneys is noted but these are not an overriding feature across Hunts Grove which provide a range of design properties which don't all include chimneys. There are limited views across both sites where this would be overly evident and therefore harmful. Hence there is an appropriate transition. Gloucester City have also already approved the design on their side of the boundary.

Whilst the proposal does not meet the requirements of the NDP to provide bungalows and does not appear to demonstrate how a specific housing type meets the needs for elderly residents, the scheme has been well designed to address the wider local housing needs incorporating a range of different types of units both open market and affordable. The Stroud side of the site provides a mix with 9x 1bed flats, 9x 2 bed dwellings, 13x 3 bed dwellings and 3x 4 bed dwellings.

In terms of materials, the submitted drawings show a mix of red brick and render with slate effect tiles. These appear appropriate for this modern approach to the proposal and the Hunts Grove setting. The detailed materials can be approved via condition.



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RESIDENTIAL AMENITY

With the separation distance, layout and landscaping the impact on existing resident's amenity from the Stroud section of the site will be limited. The hedge and landscape buffer provides space to the Hunts Grove residents.

The Stroud section of the site is located at the far end of the residential/garden areas, away from the existing adjacent residential properties (Fairfield and Ferndale Villas) east of the site. The revised layout has also removed and improved the relationship with these existing properties.

Another potential area of concern is the proximity of the site to the adjacent employment sites. The majority of the impact would be on the Gloucester side of the boundary which is nearer the source and where extant permissions for a manufacturing and distribution centre with an ancillary office and a distribution warehouse with ancillary offices have been granted. The existing employment uses to the west are predominantly smaller scale and of less intensity, though there is the DPD warehouse operation referred to in a concern by a local resident.

Environmental Health Officers at both Stroud and Gloucester are satisfied that the controls on the proposed commercial development will be appropriate to mitigate any significant impact and ensure a satisfactory relationship between the employment and residential uses.

Environmental Health Officers have ensured that the noise from all these existing units and the potential noise from the site with the extant planning permission have been included in the submitted noise survey and have been assessed. They are content that there would not be material harm, subject to the mitigation measures in relation to glazing and ventilator specifications etc identified in the applicant's noise survey.

The majority of the proposed properties have reasonable sized private gardens and access to the nearby open space and amenity areas. The amenity provision for proposed residents is considered acceptable.

Conditions covering the construction management, hours of operation and dust management are recommended to mitigate the impact on amenities during the build programme.

HIGHWAYS

The site is located on Marconi Drive a class 4 highway subject to a 30mph limit with footways on both sides and street lighting.

Highways England originally recommended that planning permission not be granted until further information for the Transport Assessment had been provided in relation to trip generation and assignment, along with an understanding of committed developments and capacity assessment. They were concerned at capacity constraints at the Cross Keys roundabout and M5 J12, particularly at peak times. An improvement scheme has been identified for the Cross Keys roundabout, based on an already committed improvement scheme identified by the Hunts Grove - Phase 1 development proposals. The improvement scheme includes additional circulatory lanes and an enlarged junction, with extra entry lanes



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on key approaches. The scheme is required to address queue interactions between the Cross Keys roundabout and M5 J12 via the B4008 which currently limits traffic from exiting J12 towards Gloucester. This scheme is to be brought forward over a shorter timescale than previously agreed for the Hunts Grove proposals by Gloucestershire County Council, with the assistance of National Productivity Infrastructure Funding (NPIF). The works are fully funded and looking to start in spring 2019.

In terms of M5 J12 recent surveys have shown existing concerns with the southbound off-slip during week day peak hours, with queues already extending in to the mainline. Any development trips adding to an off slip which then results in mainline queuing or extends an existing main line queue, and /or increases the frequency at which mainline queue occurs is considered to be a severe safety impact. Highways England has tested M5 J12 junction capacity using a fully validated and calibrated corridor model. Based on the results Highways England believe that the current proposals would have a severe impact without the improvement to the south bound off slip of the M5 Motorway.

Further information from the applicant was provided with regard to trip generation/assignments and capacity assessments. This proposes to bring forward the first phase of 40 new dwellings before the approved Quedgeley East Trading Estate M5 mitigation (S.16.1724/OUT). The draft phasing plan shows that the first 40 dwellings will be within the Gloucester side of the site and they would only result in an increase on the south bound off-slip of J12 of 1 vehicle in the AM peak hour and 3 in the PM peak hour. Highways England confirm that they no longer object to the application subject to the above highway improvement works being secure by planning condition, which also ensures that no more than 40 dwellings can be occupied on the site until the improvement scheme for the M5 Junction 12 and the improvement scheme identified for the Cross Keys roundabout are brought into use, as well as the appointment of a travel co-ordinator to secure delivery of the travel plan.

Whilst this negative Grampian style condition does restrict development on the site until other works not within the control of the applicant have taken place, the applicant is fully away of the issue which forms part of the risk/challenge of seeking to develop a site and would not preclude imposing the condition or withholding consent.

The junctions onto the Marconi Drive are located within the Gloucester side of the site. GCC Highways have considered the whole development and have sort amendments from the applicant's transport consultants to provide a suitable arrangement/layout that works in terms of junction radii, visibility splays, turning heads and safe passing between larger and smaller vehicles, be that in situations where they can directly pass one another or where one can safely wait to let the other one pass.

GCC Highways are satisfied that the revised junction assessments also illustrated there will not be a significant or detrimental impact caused by site traffic from the two proposed site access junctions to the A38 which links the site to the strategic highway network and that a refusal is not warranted. As addressed above, the impact on the Cross Keys roundabout has not been considered detrimental due to the timescale of the GCC junction improvement works coming forward on the roundabout.



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GCC Highways are also satisfied with the internal layout on the Stroud section with appropriate swept path plans including swept path turning space for estate cars at the end of the shared drives which have been illustrated on latest plans.

Local residents and the Parish/Town Council have raised the existing parking issues on Kingsway and Hunts Grove. For the 34 units on the Stroud side, 52 allocated spaces, 15 garages and 2 visitor spaces have been provided. This is above the 1.5/dwelling average set out in the Local Plan. GCC Highways are also satisfied with the parking provision across the site as a whole. The submitted plan illustrates suitable allocated and unallocated off-street and on-street parking provision for the proposed number of dwellings with 157 allocated spaces and 34 garages plus 22 visitor spaces.

To maximise connectivity there are footway and cycleway connections to Hunts Grove and onto Marconi Drive to Kingsway, Waterwells and north towards Gloucester. There is a bus stop some 220m from the site with connections to Gloucester, Dursley, Wotton-under-Edge, Thornbury, Berkley and Bristol. Whilst objectors have raised concerns regarding bus service connections, the Local Highway Authority confirm that it is possible to get a bus from this stop within walking distance from the site into Gloucester in time for typical working hours. The services from the Park and Ride provide further connections, although are beyond typical walking distances to bus services. Furthermore, there are a number of local amenities and employment within the vicinity within reasonable walking and cycling distance reducing reliance on private vehicle trips. A travel plan has also been submitted, the delivery of which seeks to reduce reliance on the car.

Concern has been raised regarding the absence of the Hunts Grove Link road/access direct from the A38 and other Hunts Grove facilities. Work has started on the school and the A38 access is likely to progress later this year with Crest confirming a current target to have it open by October 2020.

AFFORDABLE HOUSING

Officers at Stroud and Gloucester City have negotiated with the applicant to provide the following contribution of 25% affordable housing for Gloucester and 32% for Stroud District. This satisfied the 30% requirement for affordable housing requirement outlined in Local Plan Policy CP9. The detailed breakdown is outline in the table below.

Unit Type	Land within GCC Administrative Area	Land within SDC Administrative Area	Site as a whole
Rented			
1 bed flat	3	9	12
2 bed flat	6		6
2 bed house	4		4
3 bed house	3		3
Shared Ownership			
2 bed house	3	2	5
3 bed house	2		2
Tenure Split	76% Rented : 24% Shared Ownership	82% Rented : 18% Shared Ownership	78% Rented : 22% Shared Ownership
Total	21	11	32
Percentage of overall units	25%	32%	27%



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The affordable housing offer on the Stroud side provides 9x 1 bedroom rented apartments. In consultation with our Policy Implementation Officer who leads on affordable housing, this is considered acceptable on a housing needs basis as it addresses an urgent need for 1 bed dwellings.

The two shared ownership houses are to be two bedroom properties, which is also in line with our housing need. With the limited scale of the Stroud part of the site the affordable housing layout is considered acceptable.

Overall viewing the whole site as an entity, there is a good balance of small and larger units from 1 bedroom flats to three bedroom family houses in the affordable housing offer. The housing officers of both Stroud and Gloucester City Councils are satisfied with the number, mix and tenure of the affordable units being offered with the affordable units spread throughout the site.

Separate legal agreements on the Stroud and Gloucester side will be the controlling mechanism for the affordable housing.

LANDSCAPE IMPACT

Local Plan Policy ES7 requires developments to protect or enhance the local landscape character. This is supported by the adopted Stroud District Landscape Character Assessment and Hardwicke NDP.

This site is located with the Hunts Grove allocation to the South, Waterwell and the adjacent Jessop Court commercial development to the West and North. To the East on the Gloucester side are located a group of existing residential dwellings. It also again has to be noted that the Gloucester side of the site already has permission and could currently be built out. The previous consideration and acceptability of an employment approval is also noted along with the acknowledged potential within the SALA which supports the Local Plan Review.

In terms of the adopted Stroud District Landscape Character Assessment the site is located within Rolling Agricultural Plain. This is described as a varied landscape from open flat plain to a more undulating landform. This area does have some key priorities for action which include conserving wetland landscapes, management of hedgerows and trees.

The existing hedgerow and mature planting along the Southern boundary of the site are retained and managed to provide a landscaping buffer between this site and Hunts Grove. The open space and SUDS provision (on the Gloucester side) provide green provision within the site and along the Dimore Brook.

Therefore, with this setting of the site and the landscaping it is considered that the scheme will not cause significant landscape impact on the character or setting of the surrounding area.



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ECOLOGY

Following discussions additional ecological information has been submitted.

The reports demonstrate that there is a low potential for foraging bats with the likelihood of any potential features (including Tree T7) to be accessible to bats also being low. The additional reptile survey also concludes that a low population of slow worms exists on site. Mitigation proposals have been made, including a working method statement and habitat management which can be addressed via conditions included in the CEMP.

Appropriate biodiversity enhancements including exact locations of bird and bat boxes can be secured by a planning condition requiring a landscape and ecological management plan (LEMP).

The site falls within 5.37km of the Cotswold Beechwoods Special Area of Conservation (SAC) European site. The woodlands have been experiencing a level of degradation as a result of increased recreational pressures. In particular an increase in Mountain Biking within the woodlands is leading to further issues and degradation of the ground flora within the woodland. Given that 5.37km is a short distance to travel on a mountain bike, mitigation has been proposed to provide a householder information pack to inform future residents of appropriate activities and alternatives to help protect these sites from an increase in recreational pressure. An Appropriate Assessment (AA) in accordance with Regulation 63 of the Habitats Regulations is therefore required to be carried out.

Given the outcome of the Gloucester City AA it is very likely that the Stroud AA will confirm that there is insufficient evidence to demonstrate that there will be a significant effect given the proposed mitigation. The Council is required to consult with Natural England on the AA, as the Statutory Nature Conservation Organisation. **An update will be provided at Committee.**

CONTAMINATED LAND

Whilst part of the site has been used as a temporary storage stockpile area during the construction of the adjacent development on Marconi Drive this materials has been removed. The site is currently undeveloped land. The site is also outside the known area of use by the nearby former RAF Quedgeley. The historic land fill site to the north is noted but is not considered a risk to the proposed dwellings.

Our Senior Contaminated Land Officer is satisfied with the updated desk study and ground investigation report and that no remediation is required.

DRAINAGE & FLOOD RISK

The site is located within Flood Zone 1 the safest of the Environment Agency designated flood zones, however due to the size of the site a flood risk assessment was submitted.

The onsite drainage and attenuation pond is located within the Gloucester side of the site and following discussions an amended drainage strategy which demonstrates that it is capable of managing a 1 in 100 year plus climate change event. GCC as LLFA which have considered the scheme as whole and are satisfied with the submitted details and have raised no objection.



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Whilst a drainage strategy has been submitted the detailed drainage design and timetable implementation and the SUDS management and maintenance plan can be approved via conditions.

ARCHAEOLOGY

The wider locality is known to contain archaeological remains relating to prehistoric and Roman activity and settlement. Indeed, archaeological investigation prompted by proposed development to the immediate south of the current application site have revealed prehistoric and Roman remains, including several burials.

This planning application has been supported by a report on an archaeological desk-based assessment which incorporates a report on a geophysical survey. The assessment confirms that there was potential for archaeological remains to be present. However, the applicant has carried out further work and the result of the latest report submitted on the archaeological evaluation was negative. Therefore, the County Archaeologist advises there is a low potential for this site to contain any archaeological remains and recommends that no further archaeological investigation or recording should be required.

PUBLIC OPEN SPACE

An equipped on site play space (LEAP) is provided within the Gloucester side of the development along with an area of open space. This will be managed by a management company which is covered by the Gloucester permission and S106. The site, in particularly the Stroud section is also linked into the open space provision of the adjacent Hunts Grove development.

Any off-site provision will be covered by CIL. The Gloucester section is also making a contribution towards Waterwells playing field and play area and improve Quedgeley Wanderers football club ground.

It is therefore considered difficult to require further specific play space on the Stroud section of the site.

OBLIGATIONS

This site will be liable for Community Infrastructure Levy (CIL) therefore no further contributions have been sort.

The S106 will provide the affordable housing as outline above along with the management and maintenance of the open space/landscaping areas within the Stroud section of the site.

As the Gloucester City application was considered before the City adopted CIL, they and the County Council have sought contributions regarding the Gloucester side of the development only for education, libraries and play space. Provision of the open space is also covered by the City agreement.



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PLANNING BALANCE & RECOMMENDATION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides the familiar presumption to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

The scheme is not located within a settlement limit or an allocation within the Local Plan and provides no rural or exception policy justification and so would normally be resisted as contrary the Local Plan which is supported by the Hardwicke NDP.

The Gloucester City decision to grant permission is a material consideration which should be given significant weight.

The proposal would involve the loss of land that potentially could have been used for employment uses. However, the amount of land within the Stroud side is limited and given the adjacent residential uses including the Gloucester side, a residential use for this site is better suited. Being enclosed by development the impact on the countryside/landscape which the core policies of the Local Plan seek to protect can also only be given limited weight.

The proposed development would give rise to benefits in the form of new housing and in particular affordable housing. The scheme will bring forward 32% affordable housing for Stroud, 25% for Gloucester City, giving an overall number of 27% of units with a good range and tenure mix from single bedroomed flats to three bedroomed family dwellings in rented and shared ownership. The large number of 1 bedroom flats on the Stroud side meets the urgent need. The mix of market housing is also considered appropriate with a majority being smaller units like 2-3 bed properties. Significant weight is also given to the economic benefits that would arise from the proposal both during and post construction.

The proposed development would provide for a good quality housing scheme that connects with the neighbouring Hunts Grove residential development to the south and the wider overall surrounding area with links to Kingsway and beyond to the city centre. In terms of design the proposal has been developed on sound urban design principles with perimeter blocks being a transition from the adjacent commercial area and provides a residential area including public open space along and local play area to the rear.

Considerable work by both the applicant and officers from the County, Stroud and Gloucester along with Highway England has been carried out to ensure that both internally the scheme provides safe and easy passage of cars, cyclist and vehicles around it and that any harm to neighbouring roadways and the Strategic Road Network would be mitigated. Highways England did have considerable concerns regarding the possible impact of the proposal on both the Cross Keys roundabout and the southern slip road of Junction 12 of the M5. Resolution has been found on this matter by ensuring no more than 40 dwellings are constructed before improvements take place on the roundabout and motorway junction.

In terms of ecology, an Appropriate Assessment under the Habitats Regulations is likely to conclude that there is no evidence to demonstrate that the proposals would have an unacceptable impact on the Cotswold Beechwoods SAC, and there are no other ecological



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constraints to developing the site, subject to planning conditions to secure biodiversity enhancements.

Whilst the Local Plan principle policy position is noted, given the above benefits of the scheme and the Gloucester City decision to grant permission, the planning balance weighs in favour of the scheme.

It is therefore recommended that Members **Resolve to grant permission** subject to Natural England being satisfied with the outcome of the Appropriate Assessment under Regulation 63 of the Habitats Regulations and give delegate Authority to complete the S106 agreement as outlined above.

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:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved drawings:

Site Location Plan - Drg. No. P17-0346-14; Submitted 26/06/2017;
Site Layout - Drg. No. P17-0346-01 Rev. T; Submitted 28/08/2018;
House Pack - Drg. No. P17-0346-07 Rev. D; Submitted
28/08/2018;

Apartments Pack - Drg. No. P17-0346-08 Rev. B; Submitted
28/08/2018;

Street scenes - Drg.No. P17-0346-13-1 Rev B. Submitted
28/08/2018;

Materials Plan - Drg. No. P17-0346-16 Rev H; Submitted
28/08/2018;

Boundaries and Enclosures Plan - Drg. No. P17-0346-17 Rev. H;
Submitted 28/08/2018;

Refuse Strategy Plan - Drg. No. P17-0346-18 Rev. H; Submitted
28/08/2018;



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Parking Strategy Plan - Drg. No. P17-0346-19 Rev. H; Submitted 28/08/2018;
Adoptable Areas - Drg. No. P17-0346-20 Rev. H; Submitted 28/08/2018;
Affordable Housing - Drg. No. P17-0346-21 Rev. H; Submitted 28/08/2018;
Building Heights Plan - Drg. No. P17-0346-22 Rev. D; Submitted 03/08/2018;
Land Areas Plan - Drg. No. P17-0346-23 Rev. C; Submitted 28/08/2018;
Site Sections - Drg. No. P17-0346-27 Rev. B; Submitted 28/08/2018;
Adaptable Homes - Drg. No. P17-0346-28 Rev A; Submitted 21/08/2018.

Landscape Proposals Sheet 1 of 5 - Drg. No. DR-0001 Rev. P10; Submitted 28/08/2018;
Landscape Proposals Sheet 2 of 5 - Drg. No. DR-0002 Rev. P9; Submitted 28/08/2018;
Landscape Proposals Sheet 3 of 5 - Drg. No. DR-0003 Rev. P9; Submitted 28/08/2018;
Landscape Proposals Sheet 4 of 5 - Drg. No. DR-0004 Rev. P9; Submitted 28/08/2018;
Landscape Proposals Sheet 5 of 5 - Drg. No. DR-0005 Rev. P9; Submitted 28/08/2018;
LEAP Proposals - Drg. No. DR-0006 Rev. P7; Submitted 28/08/2018;
Surfacing Strategy - Drg. No. DR-0007 Rev. P10; Submitted 28/08/2018;
Tree Pit Details - Drg. No. DR-0008 Rev. P1; Submitted 24/05/2018;
Indicative Planting Palette - Drg. No. DR-0009 Rev. P1; Submitted 26/06/2017;

Drainage Strategy - Drg. No. 11816CE-3200 Rev. P8; Submitted 30/01/2019;
External Levels - Drg. No. 11816CE-3300 Rev. P7; Submitted 30/01/2019;
Pond Sections - Drg. No. 11816CE-3205 Rev. P3; Submitted 30/01/2019;

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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3. Prior to the commencement of the development a phasing plan shall be submitted to and approved by the Local Planning Authority. The phasing plan shall indicate the sequence and approximate timescales of the development phases including the approximate number of dwellings and the highway and drainage infrastructure for each phase.

Reason:

To ensure appropriate phasing of infrastructure and in the interest of good design in accordance with Policy CP8 of the adopted Stroud District Local Plan, November 2015.

4. No work shall start on the construction of buildings until samples of facing and roofing have been submitted to and approved by the Local Planning Authority. The submission of material samples shall include a series of sample panels constructed on site, composed of the major facing materials. The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick facing materials, as well as any joins or joint details for any cladding panels and render. All works shall be carried out in accordance with the approved details.

Reason:

To ensure a positive and well planned appearance to the development in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

5. No development shall take place until there has been submitted to and approved by the Local Planning Authority a plan showing full details, including elevations, of the type of boundary treatment to be erected. The boundary treatment surrounding each dwelling hereby permitted shall be completed before occupation of that dwelling. Development shall be carried out in accordance with the approved details.

Reason:

In the interests of visual amenity and to ensure dwellings have satisfactory privacy in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015.

6. The development shall not be occupied until full details of the hard surfaces within the site, including driveways, parking and turning areas, footways and patios, have been submitted to and approved by the Local Planning Authority for each phase of the development. All new hard surfacing areas shall be permeable or drained to a permeable area. Each phase of the development shall not be occupied until the approved works for that phase have been carried out.



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Reason:

In the interests of the character and appearance of the area, having regard to Policy CP14 of the adopted Stroud District Local Plan, November 2015.

7. No development shall commence on site, including site clearance, unless an Environmental Construction Method Statement ("ECMS") has been submitted to and approved by the Local Planning Authority. The ECMS shall:
- i. specify the type and number of vehicles;
 - ii. provide for the parking of vehicles of site operatives and visitors;
 - iii. provide for the loading and unloading of plant and materials;
 - iv. provide for the storage of plant and materials used in constructing the development;
 - v. provide for wheel washing facilities;
 - vi. specify the intended hours of construction operations;
 - vii. identify measures to control the emission of dust and dirt during construction from site clearance and construction works;
 - viii. provide details of the external lighting of site and security compounds; and
 - ix. identify measures for the storage of waste.

The approved Statement shall be adhered to throughout the construction period and the works shall not be carried out unless in accordance with the approved ECMS.

Reason:

To safeguard residential amenity and to reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015 and paragraph 110 of the NPPF.

8. Prior to first occupation of any dwelling hereby approved, noise mitigation works shall be implemented in full accordance with the recommendations set out within sections 10.2 and 10.3 of the submitted Noise Survey & Assessment (noise.co.uk dated 22nd August 2017).

Reason:

To protect residential amenity in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.



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9. Prior to first occupation of any units contained within the proposed development, post-completion noise testing shall be carried out by a professional and competent contractor within the lounge and bedrooms of all units with a façade onto Marconi Drive. The purpose of the post completion-testing is to establish that compliance with the internal standards of BS8233 2014, outlined within the submitted noise.co.uk Noise Survey & Assessment (dated 22nd August 2017), has been accomplished via the mitigation measures. No residential unit shall be occupied until such time as the post-completion testing demonstrates compliance with the internal standards of BS8233: 2014 and the results have been submitted to and approved by the Local Planning Authority .

Reason:

To protect residential amenity in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015.

10. During the construction phase, no construction site machinery or plant shall be operated, no process shall be carried out and no demolition or construction-related deliveries taken at or dispatched from the site except between the hours 08:00 and 18:00 on Mondays to Fridays, between 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

Reason:

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

11. 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) has been submitted to and approved by the Local Planning Authority. The detail must demonstrate the technical feasibility 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 volume balance requirements should be reviewed to reflect the actual development proposal, agreed discharge rate and the extent of impermeable areas and run off to be generated. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first occupied and retained for the duration of the development.



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Reason:

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding and minimise the risk of pollution in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015. 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.

12. No development shall be brought in to use 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 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 the risk of flooding or pollution problems in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015. 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.

13. Prior to the commencement of the development details of the proposed foul water drainage arrangements shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the first use or occupation of the development.

Reason:

In order to ensure that satisfactory drainage arrangements are provided in accordance with Policies CP14, ES3 and ES4 of the adopted Stroud District Local Plan, November 2015.

14. The public open space area as shown on drawing no. 2562-5-2-DR-0006 Rev P6 shall be provided before occupation of the 40th dwelling (on the site as a whole) or within an alternative timescale which shall first be submitted to and approved by the Local Planning Authority.



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Reason:

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policies CP7, CP8, CP14 and ES15 of the adopted Stroud District Local Plan, November 2015.

15. The Local Equipped Area of Play as shown on drawing no. no. 2562-5-2-DR-0006 Rev P6 shall be provided before occupation of the 40th dwelling (on the site as a whole) or within an alternative timescale which shall first be submitted to and approved by the Local Planning Authority.

Reason:

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policies CP7, CP8, CP14 and ES15 of the adopted Stroud District Local Plan, November 2015.

16. The landscaping details as shown on the approved drawings (Drg. Nos. DR-0001 Rev. P9; DR-0002 Rev. P8; DR-0003 Rev. P8; DR-0004 Rev. P8 and DR-0005 Rev. P8;) shall be carried out concurrently with the development hereby permitted and shall be completed no later than the first planting season following the completion of the development. The planting shall be maintained for a period of 5 years. During this time any trees, shrubs or other plants which are removed, die, or are seriously retarded shall be replaced during the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5 year maintenance period.

Reason:

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policies CP7, CP8 and CP14 of the adopted Stroud District Local Plan, November 2015.

17. No development, including demolition or site clearance, shall commence on the site and no machinery or material shall be brought onto the site for the purpose of development until full details regarding adequate measures to protect trees and hedgerows have been submitted to and approved by the Local Planning Authority. This shall include:

- a. A scale plan accurately indicating the position of protective fencing around trees and hedgerows to be retained on site and



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details of the protective fencing designed to specifications provided in BS5837:2005 or subsequent revisions, unless agreed in writing with the Local Planning Authority. No development shall be commenced on site or machinery or material brought onto site until the approved protective fencing has been installed in the approved positions and this has been inspected on site and approved in writing by the Local Planning Authority. Such fencing shall be maintained during the course of development;

- b. The area around trees and hedgerows enclosed on site by protective fencing shall be deemed the Tree Protection Zone (TPZ). Excavations of any kind, alterations in soil levels, storage of any materials, soil, equipment, fuel, machinery or plant, siting of site compounds, latrines, vehicle parking and delivery areas, fires and any other activities liable to be harmful to trees and hedgerows are prohibited within the TPZ, unless agreed in writing with the Local Planning Authority. The TPZ shall be maintained during the course of development.

Reason:

To ensure adequate protection to existing trees which are to be retained, in the interests of the character and amenity of the area in accordance with Policies CP14 and ES8 of the adopted Stroud District Local Plan, November 2015.

18. No works shall take place (including ground works, vegetation clearance) until a construction ecological management plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP shall include the following:
 - a) Risk assessment of potentially damaging construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The locations and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecological or environmental professionals need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The roles and responsibilities on site of an ecological clerk of works (ECoW) or similar person.
 - h) Details of the use of protective fences, exclusion barriers and warning signs.



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The CEMP shall be based upon mitigation proposals for badgers, bats, birds and reptiles as described in the Ecological Appraisal, dated 06/2017, prepared by FPCR Environment and Design Ltd and the Report for Reptiles and Info for HRA, dated 01/09/2017, prepared by FPCR Environment and Design Ltd.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise approved by the Local Planning Authority.

Reason:

To safeguard biodiversity as set out by Wildlife and Countryside Act 1981 (as amended), section 11 of the National Planning Policy Framework and Policies CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

19. No development shall take place until a landscape and environmental management plan has been submitted to and approved by the Local Planning Authority. The management plan should expand on the baselines set out in sections 4.8 – 4.10 of the Ecological Appraisal, dated 06/2107 , prepared by FPCR Environment and Design Ltd and set out how the potential biodiversity value will be maximised to achieve the objectives of mitigation and/or ecological enhancement. It should set out any measures necessary to ensure protected species are appropriately accommodated within the operational site and to ensure that the success of the ecological features and the on- going management is regularly monitored. The development shall be carried out and retained in accordance with these approved details.

Reason:

To secure biodiversity mitigation in accordance with Policies CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

20. Prior to commencement of development a biodiversity enhancement scheme, such as incorporation of permanent roost/nest features for bats and birds (as described in section 4.10 of the Ecological Appraisal, dated 06/2017, prepared by FPCR Environment and Design Ltd), shall be submitted to and approved by the Local Planning Authority. The approved scheme shall include elevation and block plans detailing the type, design, number and location of biodiversity enhancements proposed and their timescale for installation. Development shall be carried out in accordance and permanently maintained in accordance with the approved scheme.



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Reason:

To enhance the biodiversity of the site in accordance with Policies CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

21. Details of measures to mitigate any adverse impacts on the Cotswolds Beechwoods SAC shall be submitted to and approved by the Local Planning Authority before first occupation of any dwelling hereby permitted. These details shall demonstrate how the new residential occupiers will be made aware of alternative recreational areas to lessen impact on the Cotswolds Beechwoods SAC. The development shall be implemented in accordance with the details so approved.

Reason:

To ensure no adverse effects on the integrity of the Cotswolds Commons and Beechwoods SAC as a result of the development.

22. No dwelling shall be occupied until details of a travel plan coordinator have been submitted to and approved by the Local Planning Authority. The coordinator shall ensure the delivery of the travel plan in conjunction with Gloucestershire County Council and the development shall be carried out and operated in accordance with this approved plan.

Reason:

To ensure the safe and efficient operation of the strategic road network and that the opportunities for sustainable transport modes are taken up in accordance with Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 111 of the NPPF.

23. The Travel Plan shall be implemented in accordance with the details and timetable therein regarding measures and targets, and shall be continued thereafter, unless otherwise approved by the Local Planning Authority.

Reason:

To ensure the safe and efficient operation of the strategic road network and that the opportunities for sustainable transport modes are taken up in accordance with Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 111 of the NPPF.



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24. No more than 40 dwellings (on the site as a whole) shall be brought into use until the improvement scheme identified for M5 Junction 12 as shown in the Phil Jones Associates Drawing ref: 02644-01-1 Rev B titled 'M5 Junction 12 Interim Mitigation Scheme – General Overall Layout' has been completed and brought in to use.

Reason:

To offset development traffic impacts at M5 Junction 12, to ensure the safe and efficient operation of the Strategic Road Network and to comply with in accordance with Policies CP14 and EI12 of the adopted Stroud District Local Plan, November 2015.

25. No more than 40 dwellings (on the site as a whole) shall be occupied until the improvement scheme identified for B4008/A38 Cross Keys Roundabout as shown in the Amey Consulting/Gloucestershire County Council Drawing ref: C291.01 Rev P01.12 'has been completed and brought in to use.

Reason:

The Cross Keys improvement scheme is necessary to mitigate the traffic impacts of the development which would otherwise cause vehicle queues to extend south on the B4008 from this junction and to conflict with the operation of junction 12 of M5.

26. The vehicular accesses hereby permitted on Marconi Drive shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m 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 paragraph 110 of the National Planning Policy Framework.

27. Notwithstanding the layout changes forward visibility splays illustrated on submitted plan 11816CE-3804 Rev P9 shall be provided and maintained thereafter for the duration of the development. The area between these forward visibility splays and



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the carriageway edge shall be kept clear of vertical features.

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 paragraph 110 of the National Planning Policy Framework.

28. Notwithstanding the layout changes the internal junction emerging visibility splays from the shared drives and cul-de-sacs illustrated on plan 11816CE-3804 Rev P9 shall be provided and maintained thereafter for the duration of the development. The area between those splays and the carriageway shall be maintained so as to provide clear visibility between 1.05m and 2.0m at the X point (at the centre of the accesses) and between 0.6m and 2.0m at the Y (the extent of splays to the carriageway edge) 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 Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 110 of the National Planning Policy Framework.

29. Notwithstanding the submitted plans no plot frontage boundary treatment or vertical features shall be between 600mm and 2m above the adjacent footway level or over 550mm wide and maintained thereafter.

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 Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 110 of the National Planning Policy Framework.

30. Tactile pedestrian crossings shall be provided with a crossing generally across the site access junctions off Marconi Drive, the relocated pedestrian crossing on Marconi Drive away from the plots 48-51 driveways, either side of the cul-de-sac junction off the main



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crescent road opposite plot 60, between the footways adjacent plot 43 and plot 56, between the footways opposite plot 52, plot 55, plot 43, between plots 79 and 80, across the footway at the plots 24-30 access junction. They shall be provided in accordance with the times scales as outlined in the agreed phasing plan for Condition 3.

Reason:

To ensure that the opportunities for sustainable transport modes have been taken up, the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraphs 108 and 110 of the National Planning Policy Framework.

31. Each dwelling hereby permitted shall not be occupied until the vehicular parking facilities serving that property have been provided in accordance with the details shown on Drg. No. P17-0346-19 Rev. G, and those parking spaces shall be maintained for those purposes thereafter.

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 Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 110 of the National Planning Policy Framework.

32. Prior to the occupation of any dwelling hereby permitted within a particular phase identified in the phasing plan required by condition 3 of this permission phase, the visitor parking spaces within the respective phase of development shall be provided in accordance with Drg. No. P17-0346-19 Rev. G and maintained permanently for those purposes thereafter.

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 Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraph 110 of the National Planning Policy Framework.

33. 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.



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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 NPPF.

34. The public right of way footpath and connecting pathways to the estate road illustrated on the site plans shall be provided and maintained to a minimum of 2m wide.

Reason:

To ensure that the opportunities for sustainable transport modes have been taken up, the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with Policies CP14 and E112 of the adopted Stroud District Local Plan, November 2015 and paragraphs 108 and 110 of the National Planning Policy Framework.

35. No dwelling of the development hereby approved shall be occupied until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved 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 and details of which submitted and approved by the Local Planning Authority.

Reason:

In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policies CP14 and ES3 of the adopted Stroud District Local Plan, November 2015 and the National Planning Policy Framework.

36. A minimum of 1 no. Electric Vehicle (EV) 'rapid charge' point shall be provided per 10 residential dwellings. A drawing showing their locations shall be submitted to and approved by the Local Planning Authority. This drawing should identify the 10 dwellings to be served by each charging point and these dwellings should not be occupied until their charging point is in place. The charging points should then be retained for the duration of the development.



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Reason:

To ensure that the development incorporates facilities for charging plug-in and other ultra-low emission vehicles and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with Policy CP14 of the adopted Stroud District Local Plan, November 2015 and Paragraphs 108 and 110 of the revised National Planning Policy Framework.

37. The development shall not be occupied until lighting details have been submitted to and approved by the Local Planning Authority. The details shall include the lighting fixtures, their location on the site/on the buildings, and the extent of illumination. The approved lighting scheme shall be implemented prior to the commencement of the use of the development for which the lighting provides illumination and maintained for the duration of the use of the development.

Reason:

In the interest of good design and visual amenity of the surrounding area in accordance with Policies CP14 and ES6 of the adopted Stroud District Local Plan, November 2015.

38. The development shall not be occupied until details of a scheme for the provision of a refuse and recycling storage area has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.

Reason:

In the interests of amenity and sustainability to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.

39. The development shall be carried out in full accordance with the Waste Minimisation Statement by Envision dated 3 October 2017.

Reason:

In the interests of amenity to ensure the effective implementation of waste minimisation in accordance with Policies CP8, CP14 and ES1 of the adopted Stroud District Local Plan, November 2015 and Core Policy WCS2 of the Gloucestershire Waste Core Strategy.



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40. Each dwelling hereby permitted shall not be occupied until details of cycle parking provision serving that property have been submitted to and approved by the Local Planning Authority, and thereafter implemented and retained in accordance with the approved details.

Reason:

To encourage a form of sustainable transport in accordance with Policies CP14 and EI12 of the adopted Stroud District Local Plan, November 2015 and Paragraphs 108 and 110 of the revised National Planning Policy Framework.

Informatives:

1. This application is subject to a legal agreement and the applicant's attention is drawn to the requirements and obligations contained there in and the need to ensure compliance as the development progresses.
2. 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. The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.
4. The applicant is advised that to discharge the 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.