

TEWKESBURY BOROUGH COUNCIL – DEVELOPMENT MANAGEMENT

Committee:	Planning
Date:	21 September 2021
Site Location:	Land South of Wheatpieces Walton Cardiff Tewkesbury
Application No:	21/00398/FUL
Ward:	Tewkesbury East
Parish:	Wheatpieces
Proposal:	Erection of a two-storey office development (Class E use) .
Report by:	Bob Ristic
Appendices:	Site location plan Existing site plan Proposed floor plans Proposed roof plan Proposed elevations Proposed north and east elevations Proposed south and west elevations Proposed site plan Proposed streetscene/existing site sections Proposed cycle shelter, bin store and plant enclosure Landscaping plan
Recommendation:	Permit

This application was deferred by the August Planning Committee in order to allow for a members site visit to be undertaken.

At the meeting Members were advise that further to the representations summarised in the committee report a petition with 421 signatories had also been received. The reason for the petition proposes that the application site could be better utilised to provide a playing pavilion for local children to have access to match day facilities.

The organiser of the petition has provided further clarification setting out that Tewkesbury Town Colts F.C has many young players in the area around the development site and there is a serious lack of football facilities in the local community. Current plying sites can't cope with number of players and basic facilities are not accessible to all children (ie female players). There is S.106 money allocated for changing facilities at Wheatpieces. The site would be an ideal location for a changing room/clubhouse.

A further letter of representation has been received from a local resident which seeks a controlled crossing over Bluebell Road. The highway implications of the proposal have been assessed and a specific crossing is not considered necessary.

A letter of representation was received from the applicant which has also been sent to Members of the Planning Committee.

Since the committee meeting, two further letters of objection have been received which reiterate the objections received to date.

Notwithstanding these further representations, the recommendation remains as set out in the Committee Report below:

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site comprises approximately 0.71 hectares of land located to the south of a recreation ground known as 'Jenny's Field' off Nightingale Way, Walton Cardiff. The site is separated from the play area to the North, by an existing hedgerow which runs along the northern boundary and is proposed to be retained. Open fields are located to the south and East of the site with the Bloors Tewkesbury Meadows development to the West of the site on the opposite side of Rudgeway Lane.
- 1.2 This application seeks planning permission for a two-storey office building with a gross floor area of 1,692sqm to provide a new regional office for Bloor Homes who are seeking to re-locate from their existing offices at Furrowfield Park, Tewkesbury. The building would be set to the western part of the site and would flank towards Bluebell Road. The applicant has advised that the building would be constructed of red bricks and metal cladding detail with a slate roof. The building would also include solar panels to the southern roof slope.
- 1.3 The application also proposes landscaping, including a belt of trees to the southern boundary, 66 carparking spaces (including visitor and disabled spaces) to the southern and eastern part of the site, with a grasscrete overspill area for a further 20 vehicles to the eastern end of the site. The proposal would also make provision for 20 electric vehicle spaces and a covered cycle store.
- 1.4 A committee determination is required as the Parish Council has objected to the proposal.

2.0 RELEVANT PLANNING HISTORY

- 2.1 While there have been no relevant applications on the present site the surrounding land has however been subject to recent applications summarised below:

Application Number	Proposal	Decision	Decision Date
04/01051/APP	Land East of Rudgeway Lane - Erection of 451 dwellings, garages and roadways	Permit	12.08.2004
06/01367/FUL	Land East of Rudgeway Lane - Recreation area including two sports pitches multi-use games area, play area, car park and access, landscape planting.	Permit	20.12.2006
17/00347/FUL	Part Parcel 3400 Columbine Road - Erection of 261 dwellings (including affordable housing) and a new link road plus associated works for landscaping, drainage, provision of public open space, access and other highway associated works on land to the south of the John Moore Primary School, Wheatpieces.	Permit	17.11.2017

3.0 RELEVANT POLICY

The following planning guidance and policies are relevant to the consideration of this application:

National guidance

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG)

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) - Adopted 11 December 2017

SP1 (The Need for New Development)
SP2 (Distribution of new Development)
SD3 (Sustainable Design and Construction)
SD4 (Design Requirements)
SD6 (Landscape)
SD8 (Historic Environment)
SD1 (Employment – except retail development)
SD14 (Health and Environmental Quality)
INF1 (Transport Network)
INF2 (Flood Risk Management)

Tewkesbury Borough Local Plan to 2011 - March 2006 (TBLP)

None

Tewkesbury Borough Plan 2011-2031 Pre-Submission Version (October 2019)

EMP5 (New Employment Development General)
NAT1 (Biodiversity, geodiversity and Important Natural Features)
TRAC9 (Parking provision)

Neighbourhood Plan

Ashchurch Rural Parish Neighbourhood Development Plan 2020 – 2031 (Regulation 14 Draft Consultation) May 2021

Human Rights Act 1998 - Article 8 (Right to Respect for Private and Family Life)

The First Protocol, Article 1 (Protection of Property)

4.0 CONSULTATIONS

Full copies of all the consultation responses are available online at <https://publicaccess.tewkesbury.gov.uk/online-applications/>

4.1 Ashchurch Rural Parish Council – Object

- Developer concealed intentions from new residents
- Use not appropriate in this location and site not allocated for employment use.
- ARPC are preparing a neighbourhood plan which will be subject to Regulation 14 consultation in May and June 2021.
- NDP Policies and principles based on the Development Plan
- The is open countryside for the purposes of planning.
- Application it is not of an appropriate scale and character
- Growth in staff numbers does not account for post lock-down home working practices

- No evidence that 100% of staff would need to work from office
- ARPC Concerned by heavy level of car and lorry traffic in parish and Tewkesbury.
- Policies in NDP seek to encourage development to reduce traffic generation and traffic growth and to enable sustainable modes of transport
- Would not generate local jobs from the adjacent residential development
- JCS has allocated employment land near the railway station that would be more suitable
- Road is a dead end with no vehicle access to the wider Wheatpieces development.
- Traffic calming was undertaken along this road due to the excess speed
- There has already been an accident earlier this year
- Transport Assessment and Employee Travel Plan present insufficient information
- Would cause conflict with pedestrians and cyclists going to school
- Car park entrance cuts across Rudgeway Lane
- Bridle path AWC5 Walton Cardiff Bridle Way that runs west to east along the southern boundary of the site
- Local bus services are limited
- Should permission be granted ARPC recommend conditions to overcome harmful impacts

4.2 **Gloucestershire Highways** – No objections subject to conditions

4.3 **Lead Local Flood Authority** – No objections

4.4 **Environmental Health** – No objections subject to conditions

4.5 **Ecology** – Further information required

4.6 **Landscape Officer** – No objections

4.7 **Urban Design Officer** – No objections

4.8 **County Archaeologist** – No objections subject to condition

5.0 **PUBLICITY AND REPRESENTATIONS**

5.1 The application has been publicised through the posting of a number of site notice for a period of 21 days. A total of 57 representations have been received, 53 objections and 4 in support. The comments raised are summarised below:

Objections

- Increased traffic
- Bluebell Road is only access
- A road accident caused damage to a property on Bluebell Road
- Issues with traffic and parking
- 30mph speed limit
- Parking on road
- Wheatpieces not designed as a thru road
- More houses to be completed
- Staff unlikely to use public transport
- Too far to walk to shops
- Site is close to school and play area where children walk and cycle
- Increased noise and air pollution
- Located near play area should be located elsewhere
- May encourage antisocial behaviour
- Area is residential

- NPPF says uses should be appropriate to location
- Other allocated employment areas in Ashchurch
- Lack of amenities for business use
- Out of character with the area
- Would affect semi-rural outlook
- Would set a precedent for other commercial development
- Issues with drainage
- Ecological assessment needs to be undertaken
- Potential risk to newts
- Hedge likely to be removed
- Safeguarding issues from overlooking of play area
- Plans don't show full extent of development
- Proposal disregards bridleway
- Site better used as a sports hub/changing facility
- Surveys carried out during lock-down

Support

- A satisfactory proposal with little ongoing effect on amenities
- Well planned
- Meets criteria of planning policies
- Offices well designed
- Would assist local employment
- Enough space for development
- Bloor have contributed considerably to local community

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6.0 POLICY CONTEXT

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Section 70 (2) of the Town and Country Planning Act 1990 provides that the Local Planning Authority shall have regard to the provisions of the Development Plan, so far as material to the application, and to any other material considerations.
- 6.2 The Development Plan currently comprises the Joint Core Strategy (JCS) (2017), saved policies of the Tewkesbury Borough Local Plan to 2011 (March 2006) (TBLP), and a number of 'made' Neighbourhood Development Plans.
- 6.3 The Tewkesbury Borough Plan (TBP) has reached an advanced stage. The Examination in Public was held in February/March 2021 and the Inspector's post hearings Main Modifications letter was received on 16th June 2021. In this letter the Inspector provided his current view as to what modifications are required to make the Plan 'sound'. Those policies in the Pre-submission version of the TBP which are not listed as requiring main modifications may now attract more weight in the consideration of applications, with those policies which do in the Inspector's view require main modifications attracting less weight depending on the extent of the changes required. The TBP remains an emerging plan and the weight that may be attributed to individual policies will still be subject to the extent to which there are unresolved objections (the less significant the unresolved objections, the greater the weight that may be given) and the degree of consistency with the NPPF (the closer the policies to those in the NPPF the greater the weight that may be given).
- 6.4 The relevant policies are set out in the appropriate sections of this report.

7.0 ANALYSIS

Principle of the development

- 7.1 JCS Policy SP1 sets out the need for 192 hectares of B-class employment land to support approximately 39,500 new jobs, to be delivered within existing urban areas and urban extensions and strategic allocations which is emphasised at in Policy SP2 of the JCS sets out the strategy for the distribution of new development across the JCS area.
- 7.2 JCS Policy SD1 (Employment Except Retail Development) specifies that employment related development will be supported within the principal urban area of Tewkesbury town and in the wider countryside where it is located within or adjacent to a settlement and of an appropriate scale and character.
- 7.3 The proposal is for a 2-storey office development which, although outside of a defined settlement boundary or designated employment area would be located adjacent to a settlement and would therefore comply with the locational requirements of Policy SD1. The proposal is therefore considered acceptable in principle and subject to other matters set out below.

Highways

- 7.4 NPPF sets out that opportunities to maximise sustainable transport solutions which will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. Furthermore, development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts of development are severe. Policy INF1 of the JCS requires that developers should provide safe and accessible connections to the transport network to enable travel choice for residents and commuters.
- 7.5 It is evident from the volume of representations received from local residents that there are particularly concerns with the highway implications of the proposed development which are assessed below.
- 7.6 The application has been accompanied by Transport Assessment (TA) and a Travel Plan (TP) and these details along with the concerns of residents have been assessed by the Local Highway Authority (HA).
- 7.6 The Highways Officer (HO) has advised that the submitted (TA) uses the TRICS database, the industry recognised tool to predict traffic generation of new developments. The Highway Authority has checked the parameters used in the assessment and are satisfied that they are appropriate for the purposes of this assessment.
- 7.7 As the proposal seeks to relocate staff from an existing office, existing data based on staff home postcodes has been used to distribute and assign trips to the highway network. This methodology is acceptable.
- 7.8 The TA predicts that the proposal would generate 40 trips in the morning peak, and 41 trips in the evening peak. This equates to just over 1 additional vehicle movement every 1.5 minutes during the peak hours. It is considered that this level of traffic generation would not be detrimental to highway safety or the capacity of the surrounding network.
- 7.9 The TA has modelled the capacity of the proposed priority junction, as well as the current A38/Bluebell Road/Monterey Road roundabout. The traffic modelling has been assessed by

the Highway Authority, who are satisfied that there is adequate capacity at both these junctions to ensure there would be no excessive queuing or delay or safety implications as a result of this proposal.

- 7.10 The HO has visited the site and notes that there is considerable local concern in respect of highway safety, and the impact that the new trips associated with this office would have on the surrounding road network. Bluebell Road is a new road which is approximately 6.75 metres in width. Whilst it runs through the adjacent housing development to the A38, it is apparent that it is of an acceptable width and standard to accommodate the additional traffic flows from the proposed development.
- 7.11 The HO advises that Manual for Streets figure 7.1 provides an illustration of what various carriageway widths can safely accommodate. Road widths of 5.5 metres can safely accommodate two heavy good vehicles passing each other. The development proposed is for an office development where, aside from servicing vehicles, the type of vehicles accessing the site would be on the whole be private cars. Given the standard of this road, it is considered that there would be no safety or capacity implications as a result of the proposal.
- 7.12 Car parking standards are set out within Manual for Gloucestershire Streets. For non-residential uses such as this, there is no defined parking standard. It is expected that commercial operators are best placed to understand the needs of the business. In this instance a total of 86 car parking spaces are proposed. The TA advises that 20 of the spaces are designated as overflow parking which would be set within grasscrete. This is to accommodate periods where there would be a number of ad-hoc workers on site who do not normally work there.
- 7.13 In order to justify the parking provision, a car parking accumulation assessment has been completed. This shows that for a typical employment use, the site would have a maximum need for 66 spaces. It is understood however that a degree of flexibility is required for operational needs, and as such the Highway Authority would not object on the level of parking proposed.
- 7.14 It is indicated that a number of EV charging spaces would be provided along with 20 covered and secure cycle spaces. These facilities would need to be secured via a planning condition.
- 7.15 The applicant has been accompanied by a Travel Plan Which the HO has advised is not acceptable in its current form as it does not set targets for what mode-shift it seeks to achieve. A condition is recommended to ensure a TP is submitted, agreed and implemented. It is also a requirement that a bond is deposited in the event of noncompliance as well as a monitoring fee which would need to be secured through a legal agreement.
- 7.16 In view of the above, it is considered that there would be no unacceptable impact on Highway Safety or a severe impact on congestion, therefore there are no justifiable highway grounds on which to refuse planning permission.

Landscape Impact, Design and Visual Amenity

- 7.17 The NPPF sets out that the Government attaches great importance to the design of the built environment. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Planning decisions should ensure developments will, inter alia, function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. JCS Policy SD4 seeks to encourage good design which, respond to the context and character of the area in terms of scale, density and

materials. JCS Policy SD6 sets out that landscape character will be protected and that applications will consider the landscape and visual sensitivity of a site.

- 7.18 The application proposes a linear 2 storey building which would be reflective of an agricultural barn through its simple form and shallow pitch roof. The building would be approximately 50 metres long and 17 metres deep with an overall height of 11 metres. The proposed facing materials would comprise of red brick (which has been used on the adjoining Wheatpieces housing development) and would be broken up with grey metal cladding which would be finished with horizontal seams. The roof would be finished in slate and solar panels. Considering the proposed design and materials palette it is concluded that the building would have an acceptable form and appearance which would be reflective of its edge of settlement location, drawing on a simple linear barn like form while integrating with the appearance of the adjoining residential area and through the careful selection of materials and articulation.
- 7.19 While the span of the building itself would be significant when compared to individual dwellings, the shallow roof pitch and overall height of 11 metres would be constrained and comparable to the height of the larger dwellings and apartments in the adjoining residential development. When considered with the separation from and orientation of the proposed building flanking towards residential development, it is concluded that the proposal would be of an acceptable character and scale and would result in an acceptable relationship with existing development.
- 7.20 While the proposal for a permanent development at the site would result in some landscape harm, it is considered that this would be limited considering the relationship of the site with adjoining built development. Furthermore, the application proposes a detailed landscaping scheme which the Councils Landscape adviser has confirmed is appropriate and acceptable which would serve to soften the development to an acceptable degree.

Flood Risk

- 7.21 Policy INF2 of the JCS seeks to prevent development that would be at risk of flooding and sets out that proposals must avoid areas at risk of flooding and must not increase the level of risk to the safety of occupiers of a site or elsewhere.
- 7.22 The application site lies within Flood Zone 1 and identified as having a low probability of flooding. The application has been accompanied by a Flood Risk Assessment and Sustainable Drainage Statement. These details have been assessed by the County Council Sustainable Drainage Officer who has confirmed that application has demonstrated that surface water from the development would be adequately managed and that the development would not cause an increase in flood risk outside the development. The details have been assessed by the Lead Local Flood Authority who have raised no objections and are satisfied that there would be no increased risk of flooding.

Biodiversity

- 7.23 Section 15 of the NPPF seeks to, inter alia, protect and enhance, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan), and minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. JCS Policy SD9 states that the biodiversity resource of the area will be protected and enhanced in order to establish and reinforce resilient ecological networks, including the safeguarding of protected species in accordance with the law.
- 7.24 The application has been accompanied by an ecological assessment which has been reviewed by the council's Ecological Adviser (EA). The EA confirms that the trees on site did

not support potential bat roosting features and no evidence of badgers or reptiles were recorded.

- 7.25 The EA advises that two ponds are identified within 250m of the site and were subjected to a habitat suitability assessments. Pond 1 returned average suitability and Pond 2 returned excellent suitability for newts and an eDNA survey was recommended prior to the determination of this application in order to analyse pond water for the presence of DNA from newts.
- 7.26 An eDNA survey has now been undertaken that and an Addendum Ecological assessment submitted. The report concludes that Great Crested Newts are not present within the site and these findings are being reviewed by the EA and an update will be provided at committee.

Historic Environment

- 7.27 Paragraph 204 of the NPPF sets out that local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.
- 7.28 The application has been accompanied by an Archaeological Desk based Assessment. The County Archaeologist has reviewed the report and advised that the site is close to several known archaeological sites and within a wider area of archaeological trial trenching evaluation undertaken in relation to the Wheatpieces development and that there are indications that that the proposed development site is peripheral to the denser areas of archaeological activity. The assessment concludes that there is moderate potential for peripheral archaeology to be present within the red line area. The CA therefore recommends programme of work to be undertaken to record any archaeological remains which may be adversely affected by ground works. This can be secured by condition.
- 7.29 The 1990 Listed Buildings and Conservation Areas Act requires decision-makers to have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings. There are some listed buildings associated with Rudgeway Farm to the South, however given the distance (approximately 450m at the nearest point), it is not considered there would be harm to the settings of those buildings.

8.0 CONCLUSION AND RECOMMENDATION

- 8.1 The application site lies adjacent to a settlement and would be of an appropriate design character and scale for the location. Whilst there would be some harm to the landscape, the economic benefits of the proposal, and the fact that locationally it complies with JCS policy SD1, would outweigh the limited harm. It is considered that the proposal would therefore accord with Policies SD1 and SD4 of the JCS. Furthermore, it has been demonstrated that the while the proposal would increase traffic flows, the resultant impact is considered to be acceptable and there would be no demonstrable harm to highway safety of the operation of the highway network. No other adverse impacts have been identified which would outweigh the benefits of the proposal.
- 8.2 It is therefore recommended that the application should be **permitted** subject to the satisfactory resolution of the outstanding ecology matters, the completion of a legal agreement to secure the following:
- Travel Plan Bond - £12,500
 - Travel Plan Monitoring Fee - £5,000

And conditions set out below:

CONDITIONS:

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

Reason: Required to be imposed by 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 following approved documents:
 - 19-2582-P003 Rev.D
 - 19-2582-P303 Rev.E
 - 19-2582-P004 Rev.B
 - 19-2582-P100 Rev.A
 - 19-2582-P101
 - 19-2582-P300 Rev.B
 - 19-2582-P301 Rev.B
 - 19-2582-P302 Rev.B
 - 19-2582-P304 Rev.A
 - WE-LS-001C
 - 0103 Rev P5
 - Flood Risk Assessment W4B-BWB-ZZ-XX-RP-YE-0001_FRA Rev P07 17/3/2021
 - Sustainable Drainage Statement W4B-BWB-ZZ-XX-RP-CD-0001_SDS Rev P07 17/3/2021
 - Ecological Assessment 9274.EcoAss.vf1

Except where these may be modified by any other conditions attached to this permission.

Reason: To ensure that the development is carried out in accordance with the approved plans.

3. No development shall take place within the application site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: It is important to agree a programme of archaeological work in advance of the commencement of development, to make provision for the investigation and recording of any archaeological remains which may be present. The archaeological programme will advance understanding of any heritage assets which will be lost.

4. Prior to undertaking any site clearance a pre-commencement survey shall be undertaken to check for signs of badgers, if a sett is present and disturbance is likely, appropriate mitigation is to be submitted prior to works commencing.

Reason: These details are required prior to commencement to ensure protected species are not adversely impacted.

5. Prior to the commencement of development a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Plan.

Reason: In order to ensure the safety of road users

6. The development hereby permitted shall be undertaken with full regard to the ecological mitigation measures detailed within Ecological Assessment (Ecology Solutions, February 2021)

Reason: To ensure there are no adverse impact from the development.

7. No above ground works shall take place until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. This document shall expand on the Ecology report's recommendations for site wide enhancements for designated species, include timescales for implementation and persons responsible for managing and monitoring the site.

Reason: To protect and enhance ecological interests.

8. Notwithstanding the submitted details, no construction works shall take place above slab level until precise details and where appropriate samples of the materials to be used externally (including colour profile and finish) have been submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be carried out in accordance with the approved details

Reason: To ensure that the external appearance of the proposed development will be of an acceptably high standard.

9. The landscaping scheme set out on drawing no. WE-LS-001 Rev.C shall be completed in accordance with the approved details no later than the first planting season following the first use of the development. The landscaping shall thereafter be maintained for a period of 5 years. If during this time any trees, shrubs or other plants are removed, die, or are seriously diseased these 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: Interest of the visual amenity of the area.

10. Noise associated with plant and machinery incorporated into the development shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed 48dB during the daytime and 44dB during the night-time (23:00-07:00). The rating level is inclusive of any rating penalties that may apply. Noise levels shall be determined as per the guidance provided in BS4142:2014+A1:2019

Reason: To protect the living conditions of nearby occupiers.

11. No external lighting shall be installed at the site until precise details have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall thereafter be implemented and maintained in accordance with the approved details.

Reason: In the interest of the natural environment and to protect visual and residential amenity

12. The building hereby permitted shall not be brought into use until the means of access for vehicles, pedestrians and cyclists have been constructed and completed in accordance with the approved plans.

Reason: In the interest of highway safety.

13. The building hereby permitted shall not be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans drawing no. 19-2582-P003 Rev B dated 28/01/21 has been completed in accordance with the approved drawings and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

14. The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan drawing no. 19-2582-P304 Rev A dated 12/01/21 and those facilities shall be maintained for the lifetime of the development.

Reason: To ensure the provision and availability of adequate cycle parking.

15. The building shall not be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

16. The development hereby approved shall not be brought into use until the electric vehicle charging spaces as shown on drawing no. 19-2582-P003 RevD have been provided with charging points which shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and Manual for Gloucestershire Streets. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging points shall be of the same specification or a higher specification in terms of charging performance.

Reason: To promote sustainable travel and healthy communities

17. The development hereby permitted shall be carried out in accordance with the levels shown on drawing no.WE-LS-001 Rev.C.

Reason: In the interests of general amenity.

18. The building hereby permitted shall be for office use only and for no other purpose whatsoever (including any other purpose in Class E of the schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification)

Reason: To control the specific use of the land/premises, in the interest of local amenity

INFORMATIVES:

1. In accordance with the requirements of the NPPF the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the council's website relevant

information received during the consideration of the application thus enabling the applicant to be kept informed as to how the case was proceeding.

2. The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- I. Drafting the Agreement
- II. Set up costs
- III. Approving the highway details
- IV. Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.