

ADDITIONAL REPRESENTATIONS SHEET

Date: 21 June 2022

The following is a list of the additional representations received since the Planning Committee Agenda was published and includes background papers received up to and including the Monday before the meeting. A general indication of the content is given but it may be necessary to elaborate at the meeting.

Agenda Item No.	Update
5a	<p data-bbox="336 539 512 566">22/00523/OUT</p> <p data-bbox="336 602 967 629">Land Off Brook Lane , Twigworth/Down Hatherley</p> <p data-bbox="336 665 655 692">Additional Consultations</p> <p data-bbox="336 728 1326 786">Since writing the Committee report, the following consultation responses have been received:</p> <p data-bbox="336 822 1254 880">Longford Parish Council - Strongly object to the application for the following reasons:</p> <ul data-bbox="336 916 1353 1126" style="list-style-type: none"><li data-bbox="336 916 1353 974">- Applicant has not sufficiently addressed the concerns raised by residents and Parish Councils alike.<li data-bbox="336 1010 1214 1037">- Proposed development increases the threat of flooding to the wider area.<li data-bbox="336 1072 1310 1131">- Additional traffic will further exacerbate traffic problems through Longford, raising environmental concerns as well as highway safety concerns. <p data-bbox="336 1167 1254 1225">County Highway Authority - No objection subject to conditions and financial obligations.</p> <p data-bbox="336 1261 1286 1319">County Minerals & Waste Planning Policy - No objection subject to the use of recommended conditions.</p> <p data-bbox="336 1355 687 1382">Additional Representations</p> <p data-bbox="336 1417 1326 1498">Since writing the Committee report, a further seven representations objecting to the proposed development have been received. The following new material considerations have been introduced:</p> <p data-bbox="336 1534 1353 1659">The Government confirmed it is necessary to take into account the input of the local community when looking at planning applications - no one locally has shown support for this application and, to the contrary, people are angry, frustrated and fearful for the future of this area and the overdevelopment that is taking place.</p> <p data-bbox="336 1695 719 1722">Public transport network is poor.</p> <p data-bbox="336 1758 520 1785">Officer Update</p> <p data-bbox="336 1821 1358 1946">Since writing the Committee report, an Ecological Briefing Note has been submitted in response to the comments from the Council's Ecological Advisor. The Council's Ecological Advisor has reviewed the note and confirmed he is satisfied with the details submitted.</p> <p data-bbox="336 1982 1358 2063">In accordance with the policy requirements of Policy NAT1 of the Tewkesbury Borough Plan, the Council expects this development to deliver a minimum biodiversity net gain of 10% calculated using the DEFRA Biodiversity Metric (or any updated or</p>

replacement metric used as the industry standard). Ordinarily this information should be submitted, considered and secured, if acceptable, prior to the determination of the application. However, given the Tewkesbury Borough Plan was adopted at a late stage of the application, in this particular case, a condition is recommended to secure this policy requirement.

In terms of the planning obligations, the Unilateral Undertaking with Tewkesbury Borough Council has been engrossed. Gloucestershire County Council and the applicant have agreed the Unilateral Undertaking for the education, libraries and highways obligations. The latest draft of the bi-lateral agreement relating to the primary school transport funding is currently being considered by the applicant. **An update will be provided at Planning Committee.**

It should be noted that, should permission be granted, the housing would be credited towards Gloucester City Council's supply; however, Tewkesbury Borough Council is the determining authority. Both Tewkesbury Borough Council and Gloucester City Council cannot currently demonstrate a five year supply of housing. In terms of the planning balance, Officers consider, subject to the satisfactory resolution of the outstanding matters, the proposed development would be in accordance with the Development Plan.

Section 2.0 of the Committee report sets out that the Planning Inquiry for the 'original' application, planning reference 21/00976/OUT, is scheduled to start at 10.00am on Wednesday 27 July 2022. This has been changed - the Planning Inquiry is now due to start on Tuesday 9 August 2022.

Revised Section 106 Contributions

Gloucestershire County Council, as the Local Highway Authority, has confirmed there was an error in the way the primary school transport contribution was calculated originally and, when this was recalculated, the contribution should be **£399,000**, not £543,300 as previously listed.

Additional Condition

No development shall take place until a Biodiversity Net Gain Assessment using the Defra Biodiversity Metric version 3.1 has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include details to demonstrate how a biodiversity net gain of 10% will be delivered either on-site and/or off-site in accordance with the requirements of Policy NAT1 of the Tewkesbury Borough Plan (June 2022).

The development shall be implemented in accordance with the approved Biodiversity Net Gain Assessment.

Reason: To ensure the development would deliver a biodiversity net gain across the local and landscape scales.

Amended Conditions

Condition 15

No below or above ground development shall commence until a detailed site waste management plan or equivalent has been submitted to and approved in writing by the Local Planning Authority. The detailed site waste management plan must identify: - the specific types and amount of waste materials forecast to be generated from the development during site preparation and demolition and construction phases; and the specific measures will be employed for dealing with this material so as to: - minimise its creation, maximise the amount of re-use and recycling on-site; maximise the amount of off-site recycling of any wastes that are unusable on-site; and reduce the overall amount of waste sent to landfill. In addition, the detailed site waste management plan must also set out the proposed proportions of recycled content that

will be used in construction materials. The detailed site waste management plan shall be fully implemented as approved.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures.

Condition 16

No above ground development shall commence until full details of the provision made for facilitating the management and recycling of waste generated during occupation have been submitted to and approved in writing by the Local Planning Authority. This must include details of the appropriate and adequate space and infrastructure to allow for the separate storage of recyclable waste materials. The management of waste during occupation must be aligned with the principles of the waste hierarchy and not prejudice the local collection authority's ability to meet its waste management targets. All details shall be fully implemented as approved.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures.

Condition 18 - The Environmental Statement submitted with this application was dated March 2022 and therefore reference should be made to this date, not March 2021.

Condition 19 - The Environmental Statement submitted with this application was dated March 2022 and therefore reference should be made to this date, not March 2021.

Condition 20 - The Environmental Statement submitted with this application was dated March 2022 and therefore reference should be made to this date, not March 2021.

Condition 11 - Criterion (iv) should read "Provide" not "Provided". This was an error.

Additional Informative

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at higwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- i. Drafting the Agreement
- ii. A Monitoring Fee
- iii. Approving the highway details
- iv. Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

5b

21/01392/OUT

Land North and South of Newent Road, Highnam

Officer Update

Natural England has reviewed the Shadow Habitats Regulations Assessment and concurs with the assessment conclusions, providing that all mitigation measures are appropriately secured in any given condition.

In accordance with the policy requirements of Policy NAT1 of the Tewkesbury Borough Plan, the Council expects this development to deliver a minimum biodiversity net gain of 10% calculated using the DEFRA Biodiversity Metric (or any updated or replacement metric used as the industry standard). Ordinarily this information should be submitted, considered and secured, if acceptable, prior to the determination of the application. However, given the Tewkesbury Borough Plan was adopted at a late stage of this application, in this particular case a condition is recommended to secure this policy requirement.

As detailed in Paragraph 7.77 of the Committee report, Gloucestershire County Council in its capacity as Mineral and Waste Planning Authority (MWPA) requested a Mineral Resource Assessment and further information on alternative secondary and/or recycled aggregate use to be submitted prior to the determination of the application. Following further discussions, the MWPA agreed, in this instance, that an appropriately worded condition could be used in order to secure the information. As such an additional condition is recommended below.

As mentioned in Paragraph 7.71 of the Committee report, an Ecological Impact Assessment Addendum in relation to the impact of the highway improvement works has been submitted. The Council's Ecological Advisor (EA) has reviewed the report and agrees with the findings and the mitigation proposed. As such amendments are proposed to the wording of condition 21 and condition 23 to include reference to the Addendum.

As set out in Paragraph 7.68 of the Committee report, it is proposed that the site clearance works and the development would be implemented under an approved NatureSpace Great Crested Newt District Level Licensing Scheme. A copy of the NatureSpace Development Assessment and Certificate has not been submitted to the Council for review yet; however, a Technical Officer from the NatureSpace Partnership has confirmed that she cannot foresee any substantive issues with covering the site under the District Licence. That said, at this current time the Assessment and Certificate has not been submitted and when it does it will need to be reviewed by the Council's Ecological Advisor.

Revised Recommendation

Given several of the outstanding matters have been resolved the recommendation should be updated to the following:

That authority be DELEGATED to the Development Manager to PERMIT the application, subject to the satisfactory resolution of the following outstanding matters: the submission of the Naturespace Development Assessment and Certificate; the results of the trial trenching survey work being acceptable; the addition/amendment of planning conditions as appropriate, if necessary; and the completion of an agreement to secure the heads of terms listed in Paragraph 7.88 of the Committee report.

Additional Conditions

1. The development hereby permitted shall not commence until a Mineral Resource Assessment Plan (MRAP) has been submitted to, and agreed in writing by, the Local Planning Authority. The MRAP must set out details of the method of investigation proposed for assessing the amount, type, quality and extent of the mineral resource, including the location, depth and number of any boreholes.

The undertaking of the mineral resource investigation must be carried out in strict accordance with the approved MRAP, unless the Local Planning Authority gives prior written permission for any variation. The results of the mineral resource investigation must be presented in a Mineral Resource Assessment (MRA) and submitted to and reviewed by the Local Planning Authority before the development can take place.

If the Local Planning Authority considers prior extraction to be necessary, a sufficiently detailed Mineral Recovery Plan (MRP) for extracting the mineral resource identified in the MRA, must be submitted to and agreed in writing by the Local Planning Authority. The MRP must set out: - the amount, type and quality of the mineral to be extracted; the amount of mineral to be retained and used on-site; the amount of mineral to be exported; and the proposed timescale for completing mineral extraction, including any phasing of mineral extraction.

All activities associated with mineral extraction must be carried out in accordance with the approved Construction Method Statement for the development hereby permitted, unless the Local Planning Authority gives prior written permission for any variation.

No prior extraction of minerals will be required where the Local Planning Authority is satisfied that: -

- the identified mineral resources are of such limited quality or quantity that the cost of removing them would not be justified; and / or

- the extraction of minerals and associated activities would not be environmentally feasible; and / or

- the extraction of minerals and associated activities would prevent or render unviable the implementation of the development hereby permitted.

Reason: To ensure that any identified mineral resource located on the site will not be subject to unjustified and needless sterilisation in accordance with Policy MS01 of the adopted Minerals Local Plan for Gloucestershire.

2. No development shall take place until a Biodiversity Net Gain Assessment using the Defra Biodiversity Metric version 3.1 has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include details to demonstrate how a biodiversity net gain of 10% will be delivered either on-site and/or off-site in accordance with the requirements of Policy NAT1 of the Tewkesbury Borough Plan (June 2022).

The development shall be implemented in accordance with the approved Biodiversity Net Gain Assessment.

Reason: To ensure the development would deliver a biodiversity net gain across the local and landscape scales.

	<p>Amended Conditions</p> <p>Condition 21</p> <p>No development or site clearance shall take place on the southern parcel of land hereby permitted for commercial development until a Construction Ecological Management Plan (CEMP) for this part of the site has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall be in accordance with the recommendations set out in the Ecological Impact Assessment, prepared by EAD Ecology, dated January 2022, and the Ecological Impact Assessment Addendum: Two Mile Lane Highway Improvement Works, prepared by EAD Ecology, dated May 2022.</p> <p>All works shall be carried out in accordance with the approved CEMP and a copy shall be given to the contractors on site to ensure that everyone is aware of the requirements to protect wildlife and habitats.</p> <p>Reason: To ensure the development contributes to the conservation and enhancement of biodiversity within the site and the wider area.</p> <p>Condition 23</p> <p>No development or site clearance shall take place on the southern parcel of land hereby permitted for commercial development until a Landscape Ecological Management Plan (LEMP) detailing planting lists and showing retained and created habitats on a landscape plan for this part of the site has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The LEMP shall be in accordance with the recommendations set out in the Ecological Impact Assessment, prepared by EAD Ecology, dated January 2022, and the Ecological Impact Assessment Addendum: Two Mile Lane Highway Improvement Works, prepared by EAD Ecology, dated May 2022.</p> <p>All works shall be carried out in accordance with the approved LEMP.</p> <p>Reason: To ensure the development contributes to the conservation and enhancement of biodiversity within the site and the wider area.</p>
<p>5e</p>	<p>21/00496/FUL</p> <p>Land West Of Delavale Road, Winchcombe</p> <p>Further to the preparation of the Committee report, the applicant has confirmed that the requested S106 contributions are acceptable in principle.</p> <p>Discussions are continuing with the applicant regarding the wording and information requirements of planning conditions. Members should note that these discussions are ongoing and the Officer recommendation remains unchanged insofar as the recommendation remains that permission should be granted and that the decision is delegated to the Planning Manager, subject to any additional/amended planning conditions.</p> <p>Since the preparation of the Committee report, one additional representation has been received, which is summarised below:</p> <ul style="list-style-type: none"> - Building another housing estate with 100 houses on the Outstanding Natural Beauty Land should not be allowed by any council.

	<ul style="list-style-type: none"> - Winchcombe hasn't got enough infrastructures to support more traffic and the growing population in the area. The town suffers from lack of roads and parking spaces, causing congestions all the time. The current traffic volume is already a great threat to the foundations of the historic buildings with constant vibrations caused by passing traffic and the additional traffic, taken alongside cumulative traffic from recent development will harm the buildings. - Allowing the Bromford Development to build more houses on the Outstanding Natural Beauty Land by Tewksbury council is not only destroying an important part of English history but also destroying future of next generation. - There is no industry within 20 miles radius from Winchcombe and there are only two schools in Winchcombe, one Primary and one secondary (no Sixth Form). This means anyone who moves to Winchcombe will have to commute by means of transport ie. car/buses. The U.K Government and the rest of world desperately try to stop the global warming and to reduce CO emissions. Building more houses where there are no industry and oversubscribed schools means people have to use cars to work, to school runs increasing CO emissions and the global warming. - Tewksbury Borough Council must protect Winchcombe's environment, heritage and future generation from overdevelopment. It is a duty and responsibility of every councillor who must act on behalf of general public rather than profit seeking organisations. - Building another mass housing estate by Bromford Building company in Winchcombe Outstanding Natural Beauty land do not add any value on easing current housing crisis at all but help merely profit seeking private building company. The newly developed two housing estates prices in Winchcombe for 3 beds family home were between £400-£450K about 5 years ago. How many first time buyers with young family can afford these house prices is questionable.
5f	<p>22/00194/APP</p> <p>Land Off A38, Coombe Hill, Gloucester, Gloucestershire</p> <p>Further to the preparation of the Committee report and the concerns raised by the Highways Authority, the applicant has submitted revised plans which show that the long sections and gradients of the proposed access road conform with the requirements of the Manual for Gloucestershire Streets. The Highways Authority had also previously raised concerns that the footway of the main access road would not be compliant with the requirements for Inclusive Mobility, which is a material consideration. However, further to liaison with the applicant it has become apparent that, due to the site's topography, it is not possible for the applicant to physically achieve the requirements for Inclusive Mobility for the footpaths adjacent to the main access. However, there other footpaths on the site which meet the requirements which provide alternatives for users and therefore the County Highways Authority raises no objection to the application in this regard.</p> <p>In addition, the applicant has confirmed that the parking areas within the adopted highway will be managed by a private management company and have added staggered barriers to the two southern entrances. The Highway Authority has confirmed it now has no objection to the application and that the highway safety arrangements are acceptable.</p> <p>As set out in Paragraph 7.58 of the Committee report, condition 8 of the outline planning permission requires details of drainage to be provided prior to the commencement of development. Severn Trent initially requested further information as part of the reserved matters application but has now subsequently advised the applicant to submit a Development Enquiry to Severn Trent to discuss the drainage proposals for the site, before looking to discharge the drainage related condition.</p>

Since the preparation of the Committee report, an additional objection has been received from the Parish Council. This is set out below:

'I have spent more than five years leading a group of local residents in consulting and formulating our Neighbourhood Development Plan.

Our intention was as far as possible to maintain the rural atmosphere of our Parish whilst allowing development of new houses.

During the five years our aspirations have been diverted and dictated to by a "numbers game" that has imposed far greater quantities of new housing than the Parish should be absorbing.

We have therefore been forced to adapt our NDP on several occasions and it has recently passed Examination, due to go to vote in July and we expect it to be adopted in September 2022. The developers and their agents have been aware of our NDP and indeed have commented on it during its progression. As such we would expect TBC Planners and Council to take note wherever possible our aims.

The most relevant sections are

Policy H1: Design for New Residential Development

A .Generic urban design will not be supported. Design and Access Statements should demonstrate how the locally distinctive character of the area has been accounted for using the Positive Local Design Features.

Clearly this is an urban development in its density and in the boring standard design of the houses which in no way reflect any rural character. They may be in a couple of different brick colours but otherwise totally lack variation or imagination.

One of the visuals of the street scene show pavements that are not shown on the site plan. The other visual shows no pavements so is representative but surely dangerous on a busy development. The only thing they do show is total bland buildings taken with a wide angle perspective.

C. Proposals should relate to the adjacent and nearby local character in massing, scale and use of outdoor landscaping,

Whilst you can appreciate the green spaces around the development it has resulted in a concrete jungle in the middle. It would have been more rural to have had greater green spaces between the houses—the problem is that may then have meant leaving the numbers closer to the original TBC plan of 45 homes.

F. All development will be highly sustainable, including energy efficiency measures and energy generation. Adequate refuse and recycling storage that is not visible from the public sphere will be incorporated into all schemes. Superfast broadband will be provided for all developments.

There is no evidence as to where bins will be located relating to houses that do not have parking alongside their homes. There seems no inclusion of solar energy panels.

G. Lighting schemes will reflect local character and be restricted to that necessary for public safety. Light pollution into the countryside will be avoided.

We can see nothing relating to street lighting. Our desire would be to see no main lighting only low level lighting where relevant along footpaths.

Policy H4: Parking in New Residential Development

A Parking spaces will be located in a manner that: a. ensures that parked cars do not dominate the street scene; b. clusters of cars will not form in the street scene; c. surfaces will be permeable; d. parking fits in with the character of the area.

Clearly none of these factors will be achieved under the proposed design. Several of the streets are dominated with parking bays—often at the back of the houses. There are large clusters of parking spaces. There is no clear indication that all parking spaces will be permeable which is particularly important on this location which is susceptible to flooding. If all these spaces are connected to a drainage system that takes rainfall quickly away to local streams it will severely aggravate an area which suffers from frequent flooding. It should also be noted that at present I think there are only 13 visitor spaces on a development of 95 houses—ridiculous.

D. Parking must be located in between or to the rear of houses, rather than in the front, to avoid dominating the street scene.

Clearly this has not been achieved

It is disappointing to find that there have been several important amendments that have only recently been submitted which has not given sufficient time for others to view any redesign.

Some are obvious such as the third proposal for the play area—called LEAP—which is appropriate as children will tumble from a height!! This site was once described as a sensitive landscape now due to have some monstrous false hill built upon it.

I note that there are real concerns that the road system is so steep that it does not satisfy standards for mobility users and that Highways have requested deferment. The developers proposal suggests this may be overcome by removing a few of the visitor parking spaces (already limited) and reducing some planting on site.

The developers may feel that there has been little objection from the Community. I can confirm that faced with the mass of documents and the lack of response previously to objections many have given up. That however must be wrong and the NDP should be recognised as local opinion.

As the person responsible for our NDP I do not feel that the present layout satisfies the Policies within it and as such should be deferred. In addition it may be advantageous for the Proposer to discuss with The Leigh PC how the development may be able to fit in to the Parish. So far they have never approached the PC and the result is an over dense urban style development, with neither sympathy or thought to its rural setting.'

As additional plans have been submitted since the preparation of the Committee report, which are now acceptable to the Highways Authority, the recommendation is amended to approve subject to the following conditions (the amendments to the conditions are underlined).

1. The development hereby approved shall be implemented in accordance with the following plans, documents and details:

- Waste Minimisation Statement February 2022 received 4th February 2022
- Location Plan 100.P.1.2 received 4th February 2022
- Site Layout 19256-1003E received 15th June 2022
- Site Layout (Coloured) 19256-1003E received 15th June 2022

- Waste, Refuse, Cycle & Parking Layout 19256-1004C received 19th May 2022
- Materials and Boundary Treatment Plan 19256-1010C received 19th May 2022
- Storey Heights Plan 19256- 1011B received 19th May 2022
- Character Area Plan 19256-1012B received 19th May 2022
- Street Scenes 1 19256-SS01A received 14th April 2022
- Street Scenes 2 19256-SS02A received 14th April 2022
- Site Sections 19256-SITSEC received 4th February 2022
- Land Use, Access & Movement Parameters Plan Site Layout Overlay 19256 1006B received 19th May 2022
- Building Heights Parameters Plan Site Layout Overlay 19256 1005B received 19th May 2022
- Apartments 19256-1BFA received 14th April 2022
- House-Type 2 Bed Bungalow - Main Street 19256-B2 received 4th February 2022
- House-Type 2 - Main Street 19256_HT2_01 received 4th February 2022
- House-Type 2 - Lanes 19256_HT2_02 received 4th February 2022
- House-Type 3 - Main Street 19256_HT3_01 received 4th February 2022
- House-Type 3 - Lanes 19256_HT3_02 received 4th February 2022
- House-Type 4 - Main Street 19256_HT4 received 4th February 2022
- House-Type 5 - Lanes 19256_HT5 received 4th February 2022
- House-Type W4025 - POS Frontage Gateway 19256_W4025_01 received 4th February 2022
- House-Type W4025 - POS Frontage 19256_W4025_02 received 4th February 2022
- House-Type W4025 - POS Frontage V2 19256_W4025_03 received 4th February 2022
- House-Type X204 - Main Street 19256_X204_01A received 14th April 2022
- House-Type X204 - Lanes 19256_X204_02A received 14th April 2022
- House-Type X305 - Main Street 19256_X305 received 4th February 2022
- House-Type X305 - Lanes 19256_X305_02 received 14th April 2022
- House-Type X307 - Main Street Gateway 19256_X307_01 received 4th February 2022
- House-Type X307 - Main Street 19256_X307_02A received 14th April 2022
- House-Type X307 - Lanes 19256_X307_03 received 4th February 2022

- House-Type X307 - POS Frontage 19256_X307_04 received 4th February 2022
- House-Type X307 Corner - Main Street Gateway 19256_X307_05 received 4th February 2022
- House-Type X307 Corner - Main Street 19256_X307_06 received 4th February 2022
- House-Type X307 Corner - Courtyard 19256_X307_07 received 4th February 2022
- House-Type X308 - Lanes 19256_X308_01 received 14th April 2022
- House-Type X308 - Courtyard 19256_X308_02 received 14th April 2022
- House-Type X309 - Main Street 19256_X309_01A received 14th April 2022
- House-Type X309 - POS Frontage 19256_X309_02A received 14th April 2022
- House-Type X309 - Main Street Alternative 19256_X309_03A received 14th April 2022
- House-Type X414 - Main Street 19256_X414_01A received 14th April 2022
- House-Type X414 - Courtyard 19256_X414_02A received 14th April 2022
- House-Type X414 - POS Frontage 19256_X414_03 received 4th February 2022
- House-Type X416_01 - Floor Plans 19256_X416 received 4th February 2022
- House-Type X416 - Elevations - POS Frontage 19256_X416_02 received 4th February 2022
- House-Type X416 - Elevations - POS Frontage V2 19256_X416_03 received 4th February 2022
- Carport Floor Plan & Elevations 19256 CARP received 4th February 2022
- Single Garage Floor Plan & Elevations 19256 GAR-01 received 4th February 2022
- Double Garage Floor Plan & Elevations 19256 GAR-02 received 4th February 2022
- Shared Double Garage Floor Plan & Elevations 19256 GAR-03 received 4th February 2022
- Build Strategy Plan 0181 Rev B received 4th February 2022
- Vehicle Charging Points Plan received 0181_210B 19th May 2022
- Petrol Filling Station Context 0181_211 received 14th April 2022
- Drive Swept Path Analysis - Refuse Vehicle 19256 - DSP01 E received 19th May 2022
- Drive Swept Path Analysis - Fire Tender 19256 - DSP02 G received 19th May 2022
- Drive Swept Path Analysis - Private Car 19256 - DSP03 E received 19th May 2022
- Drive Swept Path Analysis - Pump Station 19256 - DSP04 F received 19th May 2022
- Schematic Drainage Strategy - Layout Plan 19256 - SK101 Rev M received 19th May 2022

- Schematic Extents of Adoptable Highway 19256 - SK301 Rev C received 19th May 2022
- Schematic Adoptable Kerbing and Finishes Plan 19256 - SK401 Rev B received 19th May 2022
- Schematic Road & Drainage Longitudinal Sections (Sheet 1 of 3) 19256 - SK201 Rev B received 15th June 2022
- Schematic Road & Drainage Longitudinal Sections (Sheet 2 of 3) 19256 - SK202 Rev A received 14th April 2022
- Schematic Road & Drainage Longitudinal Sections (Sheet 3 of 3) 19256 - SK203 Rev A received 14th April 2022
- Landscape Framework LA5279 - 01M received 25th May 2022
- Detailed Planting Plan 1 of 2 LA5279 - 02J received 25th May 2022
- Detailed Planting Plan 2 of 2 LA5279 - 03I received 24th May 2022
- Play Area Plan LA5279 - 04F received 24th May 2022
- Central Node Visual April 2022 received 14th April 2022
- Courtyard Visual April 2022 received 14th April 2022
- Landscape Specification & Maintenance Plan LA5279 - LSMP - 001I received 25th May 2022
- Energy Statement February 2022 received 4th February 2022

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.

2. No part of the development hereby permitted shall be occupied until precise details of the landmark feature as shown on approved plan 19256-1003 E have been submitted to and approved in writing by the Local Planning Authority. The approved landmark feature shall be installed no later than 12 months following the first occupation of the development, unless an alternative timescale is approved in writing by the Local Planning Authority.

Reason: To explore the opportunity for a landmark feature on the prominent corner of the A4019 and A38 in accordance with Policy COO1 of the Tewkesbury Borough Local Plan 2011-2031.

3. The development hereby permitted shall be carried out fully in accordance with the mitigation measures and recommendations within the Noise Assessment prepared by LFA Acoustic Engineers dated 12th January 2022 (Rev 1.0) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an acceptable level of residential amenity for future residents.