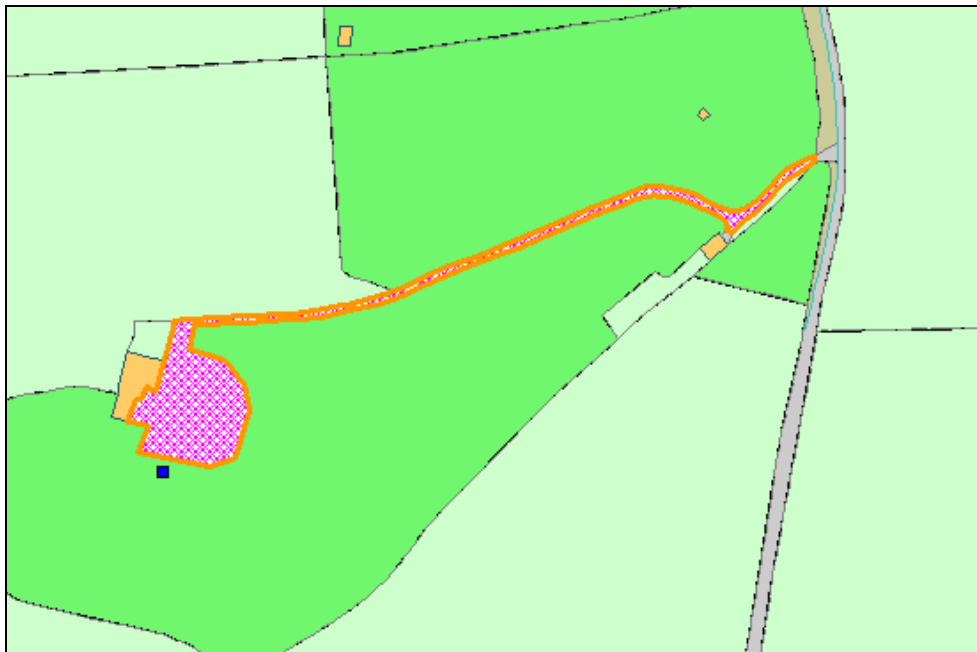


## Planning Committee

<b>Date</b>	18 July 2023
<b>Case Officer</b>	Jonny Martin
<b>Application No.</b>	21/01409/FUL
<b>Site Location</b>	The Coach House, Shuthonger, Tewkesbury
<b>Proposal</b>	Change of use of land to glamping and the erection of four timber glamping pods with associated parking, pathways and groundworks. Erection of a reception cabin and communal sauna building. Re-surfacing of existing site access.
<b>Ward</b>	Tewkesbury North and Twyning
<b>Parish</b>	Twyning
<b>Appendices</b>	Location Plan Layout Plan Existing Layout Plan Pod Elevations Road and Access Plan Artist Impressions (Illustrative) Reception Hut elevations Sauna Elevations Drainage Plan
<b>Reason for Referral to Committee</b>	Parish Council Objection
<b>Recommendation</b>	Permit

### Site Location



## **1. The Proposal**

---

1.1 Full application details are available to view online at:

<https://publicaccess.tewkesbury.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=R2YOT7QDHYQ00>

1.2 This Planning permission is sought for the change of use of land to glamping and the erection of 4no. timber glamping pods. The plot is situated off the A38 in the small village of Shuthonger outside Tewkesbury in Gloucestershire. The existing A38 would be the main access route to reach the site, then using the existing access to turn off the main road. From here guests would follow an existing track into a new small parking and turning area.

1.3 Alongside the pods the proposal includes a permeable parking/turning area, recycling/waste, a reception hut and a communal sauna. One parking bay per pod is proposed, with an existing entrance track/road to be improved. Each guest pod would have an area of private decking. Also intended are associated footpaths and landscaping. There is an existing right of way running along the west boundary line to the site which would remain unhindered.

### **1.4 Amendments**

1.5 Since the application was submitted, the following amendments have been made to the scheme:

- Relocation of pods to address amenity concerns
- Updated planting and landscaping plan
- A Water Treatment Plant is now proposed to service the pods
- The applicant has provided a document to respond to Parish Council objections

## **2. Site Description**

---

2.1 The application site is situated off the A38 in the small village of Shuthonger which is 2 miles north of Tewkesbury. The site is located to the rear of the properties which front onto the A38 and currently is open grassland. The site contains an existing shelter and a number of trees.

2.2 The site is within the setting of Shuthonger House which is a Grade II Listed building. It is also noted that application passes through, and is located to the rear of, Shuthonger Manor.

2.3 The site would be accessed off the A38 via an existing access and then the pods would be accessible via an existing track into the site which proposes a parking and turning area.

2.4 The application site is located adjacent to the rural settlement of Shuthonger.

### 3. Relevant Planning History

---

Application Number	Proposal	Decision	Decision Date
97/01054/FUL	Extension to existing garage to provide workshop and carport	PER	06.01.1998
98/00102/FUL	Erection of a field shelter	PER	01.04.1998
49/00101/FUL	Conversion of stable to living accommodation.	PER	21.07.1949
74/00102/FUL	Change of use from barn and outbuildings to two dwellings.	REF	23.10.1974
79/00306/FUL	Retention of development under planning reference T.3144/K/1 dated 5/10/76 without complying with condition (e) imposed.	PER	09.10.1979
80/00331/FUL	Retention of development permitted 12.5.77 ref: T.3144/L without complying with condition (e).	PER	17.03.1980
78/00288/FUL	Erection of a double private car garage.	PER	22.02.1978
08/01430/FUL	retention of Conservatory.	PER	23.12.2008
78/00511/FUL	Erection of a double private car garage. (Within the curtilage of a Grade II Listed Building Ref: 2/2)	PER	22.02.1978

### 4. Consultation Responses

---

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

#### 4.1 Twyning Parish Council – objects to the proposal on the following grounds:

- This new application 21/01409/FUL seeks to mitigate previous concerns by moving the pods further into the site. It does not however, add to the enjoyment of the dwelling known as The Coach House and will be solely for commercial purposes, Twyning Parish Council object to this application. It is contrary to the following policies in the Tewkesbury Local Plan (TLP) and the Twyning Neighbourhood Development Plan (TNDP)
- Access: The access proposal is contrary to guidance in the Manual for Streets in so far as a private driveway can only serve up to a maximum of six properties, after which the traffic generated and number of turning movements associated with the driveway is considered sufficient for the access to be considered for adoption by the Local Highways Authority and therefore must accord with the design characteristics of a pedestrian prioritise Street, informal Street, or an Enhanced Street.
- Employment: the proposal would be contrary to Policy EMP4 and EMP5 as the site would have an unacceptable impact on neighbouring amenity and the access is not

safe.

- Tourism: The proposal is contrary to Policy TOR1 and TOR 5 in relation to design and highway safety.
- Heritage: The development will harm a designated heritage asset.
- Foul Water: the development would further exacerbate capacity issues in the area
- Lighting: in a dark area, the lighting would be contrary to Policy GD8 of the TNDP.

**4.2** The applicant has provided a rebuttal document (summarised below) to the objection from the Parish as follows:

- The current application is not in any way linked to the previous application approved in 1998 for an extension to the garage of The Coach House. This will be kept for residential use and will not be associated with the commercial use of the glamping pods, no guests will have access to this area of land and the residents of the dwelling (the applicant) will manage the site remotely from home. This business will therefore allow the residents to continue living in this area and therefore enjoy the dwelling known of The Coach House.
- Access: The existing access will be utilised to guide guests to a new parking/turning area at the site. The archway through the houses must remain clear at all times, this has always been a rule. There are also two access points for these dwellings which will further accommodate the additional cars associated with this development.
- Lighting: A small-scale lighting plan has been proposed, with no exterior lighting located near the dwellings and only for safety when walking the paths at dark. These will all be downwards facing and have an integrated PIR system. It is therefore expected that no light pollution will occur.
- Heritage: See Heritage Officer comments.
- Drainage: See Drainage Officer comments.
- Tourism: The proposed site is within the overall property boundaries of The Coach House which is our home. As such this means we are 'on site' thus better able to manage the site and respond to matters as they may arise.

**4.3 Archaeology** – No objection and no further work required.

**4.4 Building Control Officer** – No objection.

**4.5 Conservation** – No objection subject to conditions.

**4.6 County Highways Officer** – no objection subject to conditions.

**4.7 Drainage** – No objection subject to conditions.

**4.8 Ecology** – No objection subject to conditions.

**4.9 Environmental Health Officer** – No objection subject to conditions.

**4.10 Landscape** – No objection

**4.11 Flood Risk & Management Officer** – no objection subject to detailed design condition.

**4.12 PROW** – No objection.

**4.13 Severn Trent** - no objections

## **5. Third Party Comments/Observations**

---

- 5.1** Full copies of all the representation responses are available online at <https://publicaccess.tewkesbury.gov.uk/online-applications/>.
- 5.2** The application has been publicised through the posting of a site notice for a period of 21 days and nine letters of representation have been received objecting as follows:
- Overdevelopment of School Lane
  - Access and parking concerns
  - Overlooking and loss of privacy
  - Design is out of keeping with the size for the character of the lane
  - Loss of agricultural land

## **6. Relevant Planning Policies and Considerations**

---

### **6.1** Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Planning (Listed Buildings and Conservation Areas) Act 1990 – Section 66 of the Act prescribes a general duty that, in considering whether to grant planning permission, special attention be given to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.

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

### **6.2** National guidance

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

### **6.3** Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) – Adopted 11 December 2017

- Policy SP1 (The Need for New Development)
- Policy SP2 (The Distribution of New Development)
- Policy SD4 (Design Requirements)
- Policy SD6 (Landscape)
- Policy SD9 (Biodiversity and Geodiversity)
- Policy SD14 (Health and Environmental Quality)
- Policy INF1 (Transport Network)
- Policy INF2 (Flood Risk Management)
- Policy INF3 (Green Infrastructure)

#### **6.4** Tewkesbury Borough Local Plan to 2011-2031 (TBLP) – Adopted 8 June 2022

- Policy RES 2 (Settlement Boundaries)
- Policy RES3 (New Housing Outside Settlement Boundaries)
- Policy RES4 (New Housing at other rural settlements)
- Policy RES5 (New Housing Development)
- Policy RES9 (Replacement Dwellings)
- Policy RES11 (Change of Use of Agricultural Land to Domestic Garden)
- Policy LAN2 (Landscape Character)
- Policy NAT1 (Biodiversity, Geodiversity and Important Natural Features)
- Policy ENV2 (Flood Risk and Water Management)
- Policy TRAC9 (Parking Provision)
- Policy DES1 (Housing Space Standards)

#### **6.5** Neighbourhood Plan

##### Twynning Parish Neighbourhood Development Plan 2011-2031 (January 2018)

- Policy GD4 – Landscape and Biodiversity
- Policy GD5 – Provision for vehicles
- Policy GD6 – Effect on neighbouring properties
- Policy GD7 – Water resources, quality and flood risk
- Policy GD8 – Lighting
- Policy TP1 – Traffic
- Policy TP2 – Access
- Policy E1 – Principles of employment development

### **7. Policy Context**

---

- 7.1** 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.
- 7.2** The Development Plan currently comprises the Joint Core Strategy (JCS) (2017), the Tewkesbury Borough Local Plan to 2011-2031 (June 2022) (TBLP), and a number of 'made' Neighbourhood Development Plans.
- 7.3** The relevant policies are set out in the appropriate sections of this report.
- 7.4** Other material policy considerations include national planning guidance contained within the National Planning Policy Framework 2021 and its associated Planning Practice Guidance (PPG), the National Design Guide (NDG) and National Model Design Code.

## **8. Evaluation**

---

### ***Principle of development***

- 8.1** Paragraph 84 of the NPPF advises that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, either through the conversion of existing buildings or well-designed new buildings. Sustainable rural tourism which respects the character of the countryside, should be facilitated. The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 8.2** Policy SD1 of the JCS sets out the economic strategy across the JCS area. Policy SD1 advises that employment-related development will be supported within the wider countryside when it is located within or adjacent to a settlement or where it allows the growth or expansion of existing businesses or would encourage and support the development of small and medium sized enterprises, subject to other policies of the plan. The explanation to Policy SD1 advises on the importance of tourism in supporting jobs in the rural economy as well as supporting the vitality and viability of the market towns of Winchcombe and Tewkesbury.
- 8.3** Policy E1 of the Twynning Parish Neighbourhood Development Plan (TPNDP) states that small scale development that is demonstrated to improve local employment opportunities will be permitted within or adjacent to outlying settlements.
- 8.4** Policy TOR1 of the Tewkesbury Borough Plan supports proposals for tourism related development and extensions to existing tourist development, subject to a number of caveats, including good inclusive access for all potential users and siting, design and scale being in keeping with the built, natural and historic environment setting and wherever possible and practicable seeking to enhance it. The accompanying RJ recognises tourism's importance as a source of employment within the Borough as well as its potential to benefit the community and the place, as well as the visitor. Further, the positive economic and environmental benefits of tourism should be maximised, while respecting the built, natural and historic environment setting.
- 8.5** Policy TOR2 (Serviced/self-catering accommodation) of the TBP advises that the development of serviced and self catering accommodation will be permitted on sites within existing defined settlement boundaries, as identified on the Policies Map. In the interest of promoting sustainable tourist development proposals involving new accommodation should be located where they will have access to basic services such as shops, public houses, public transport facilities.
- 8.6** Policy TOR3 (Caravan and camping sites) of the TBP provides that proposals for new or extended caravan and camping sites for tourist accommodation should be located within or adjacent to existing settlements as identified on the Policies Map or existing sites of tourism or hospitality facilities and accommodation. All proposals must be of a scale commensurate with the surrounding area, including the scale of existing settlements. In considering all proposals, overriding protection will be afforded to the landscape and character of the area, particularly with regard to siting, topography and landscape design, as well as to the amenity of any neighbouring uses. The number and size of any associated new buildings (i.e. toilet and washing facilities) shall be kept to the minimum necessary and proposals make use of existing buildings for such purposes where possible.

- 8.7** All proposals must be well related to the primary road network and any local roads involved in gaining access to the site should be capable of accommodating the extra traffic generated without undue hazard or inconvenience to local residents or other road users. The Reasoned justification advises that Policy TOR3 applies to caravan, camping and chalet sites for tourism purposes and includes glamping pods. Officers consider that the provision of glamping pods for tourist accommodation, would fall within Policy TOR3.
- 8.8** Shuthonger is a rural settlement within Tewkesbury Borough as identified within the JCS Rural Area Settlement Audit (2017). The application site is located to the rear plot of the Coach House which is located within Shuthonger. Therefore, the proposal is considered to be within or adjacent to a settlement as required by Policies TOR2 and TOR3. The sites' location is also in accordance with Policy SD1 of the JCS in that development within or adjacent to settlements in the wider countryside will be encouraged and supported.
- 8.9** The applicant has also provided a Market Research document to support the proposal as Policy TOR3 requires new sites within the open countryside to demonstrate why the location is essential. This report provides a breakdown of nearby tourist attractions including historic sites and castles, walks and nature, arts and culture, food and drink, activities and experiences. The report also sets out how the glamping pod industry is in increasing demand. Within the Market Research report there are a number of other tourist accommodation options and glamping sites identified within the wider vicinity which shows that this area is an established location for tourist accommodation, given its location to tourist experiences. The proposal seeks to provide a form of luxury camping given each pod will have a private decking area and hot tub.
- 8.10** The application site is located off the A38 and will provide off road parking spaces. Further analysis on this element of the proposal will be discussed throughout the report. In principle, the site is well related to the primary road network and would be capable of accommodating the additional traffic in accordance with TOR3.
- 8.11** Policy E1 of the Twyning Neighbourhood Plan states that small scale development that is demonstrated to improve local employment opportunities will be permitted within or adjacent to outlying settlements.

#### Principle of development - conclusions

- 8.12** Therefore, when taken as a whole, in terms of its potential for economic and tourism related benefits, its location being within or adjacent to the rural settlement of Shuthonger, the principle of the development for 4no. glamping pods would be in accordance with policies set out within the NPPF, JCS (SD1), TBLP (TOR1, TOR2, TOR3) and Policy E1 of the TPNDP. Whilst the principle of development is considered to be acceptable, there are other material planning considerations that need to be considered as set out below.

#### ***Design and Visual Amenity***

- 8.13** Policy JCS Policy SD4 provides that new development should respond positively to, and respect the character of, the site and its surroundings, enhancing local distinctiveness, and addressing the urban structure and grain of the locality in terms of street pattern, layout, mass and form. It should be of a scale, type, density and materials appropriate to the site and its setting.



- 8.14** Policy TOR3 requires new glamping sites to be of a scale commensurate with the surrounding area. The number and size of any associated new buildings (i.e. toilet and washing facilities) shall be kept to a minimum.
- 8.15** The proposal seeks the introduction of 4no. glamping pods spread across the site with a reception building and sauna building located adjacent to the parking area. The reception would provide a base point of contact for guests and site staff and would also provide additional storage facilities for the site.
- 8.16** From the parking area, guests would reach their designated pod by following footpaths, constructed with a permeable material. The pods would be spaced out approx. 6m from one another and given generous distance to all boundaries. Existing and proposed trees and bushes (more detail provided in landscape section) provide ample screening around the site to help mask the travel of sound, new trees and shrubbery are proposed to enhance privacy. The pods are not crammed into the site have been strategically located to utilise less than 5% of the site area.
- 8.17** The pods would have a maximum height of 2.55m as shown on the submitted elevation drawings and would be constructed with timber. The pods would have 1no. double bed, a kitchen/living room and a shower/bathroom. The proposed reception hut would have a footprint of 14.8m<sup>2</sup> and a total height of 2.5m. The sauna would have a footprint of circa 10.5m<sup>2</sup> with a roof height of 2.3m. The sauna building has a chimney but the total height would not exceed 3m.
- 8.18** The application site is located to the rear of the properties which front onto the A38 and given the modest height of the pods and ancillary buildings, they will not be visible from public view along the A38. When viewed from the west, from Owls Lane, the pods would be viewed against the backdrop of the existing buildings and will be screened by suitable boundary treatment.
- 8.19** Overall, the pods and ancillary buildings are considered to be of a scale which are in keeping with the local area and they would not be highly visible from surrounding viewpoints in accordance with policies TOR1, TOR2, TOR3 of the TBLP and SD4 of the JCS.

### ***Landscape***

- 8.20** Policy SD6 of the JCS sets out development will seek to protect the landscape for its own intrinsic beauty and for its benefit to economic, environmental and social well-being.
- 8.21** Policy LAN 2 seeks for new development to not cause harm to features of the landscape character which are of significance, maintain the quality of the natural environmental and provide enhancement of landscape character. Policy TOR3 states that overriding protection will be afforded to the landscape in considering new or extended camping and caravanning sites, with the reasoned justification noting that when considering the impact of proposals on the landscape, special attention will be given to topography.
- 8.22** Policy GD4 of the TPNDP requires all new development to take every opportunity, through design and suitable landscaping, to reinforce local distinctiveness and enhance the biodiversity of the Parish.

- 8.23** As discussed within the design section, the pods are modest in scale with all buildings measuring no more than 3m in height. The existing site contains a number of trees along the southern boundary which would be retained. The proposed scheme will incorporate new hard and soft landscaping across the site as illustrated on the site layout plan.
- 8.24** The proposed parking turning area would consist of a permeable material along with the internal permeable surfaced path that will be installed to allow guests to access their pod from the car park. Further details on these materials are to be agreed via planning condition.
- 8.25** In relation to soft landscaping, new native hedgerows will be planted along the eastern and southern boundary of the site in order to provide additional screening. A wildflower meadow grassland would also be created within the central portion of the site. New hedgerows and tree planting would be provided adjacent to each pod in order to improve the visual attraction of the site and also provide a level of privacy of guests and neighbours. New shrubs and trees would be planted along the western boundary in order to screen the development from surrounding viewpoints.
- 8.26** The Council's landscape officer has reviewed the proposed site layout and landscaping plan and has no objections to the illustrated landscaping subject to conditions relating to further details of tree protection for existing trees and hard and soft landscaping.
- 8.27** Overall, the proposal would provide significant new landscaping features when compared to the existing site, thus improving the landscape setting. The new boundary treatment and planting would help secure the site and reduce and potential impact on residential amenity.

#### ***Impact on Heritage Assets***

- 8.28** The proposal site is potentially within the setting of Shuthonger House which is a Grade II Listed Building. It is also noted that application passes through, and is located to the rear of, Shuthonger Manor. The manor is not a listed building although the main element is a fine 18th/19th Century house. The house was heavily extended (possibly in 1970s) as part of a residential development which included the addition of two wings. Despite a dilution of the original character of the Manor it retains sufficient local historic merit to be considered a non-designated heritage asset.
- 8.29** As such when determining planning applications this authority has a duty under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have regard to the desirability of preserving listed buildings and their settings. The proposal will also be assessed against section 16 of the NPPF, Policy SD8 of the JCS and Policy HER2 and HER5 of the emerging local plan (for which significant weight can be given).
- 8.30** It does not appear that there would be significant intervisibility between the rear of Shuthonger House and the development site. The rear of Shuthonger House does not appear to have been designed with any formal views or vistas to the rear and does not rely on any such views to contribute to its setting. There appears to be a tall garden wall separating most of the listed building from the site. As such it is not considered that the proposal would have a harmful impact upon the setting of the listed building.
- 8.31** The proposal would be visible from the rear of Shuthonger Manor and vehicle movements serving the site will pass through the modern archway passage through the building. The Conservation Officer has reviewed the proposal and does not believe the pods and increase in traffic movements would have an unduly harmful impact upon the heritage significance of Shuthonger Manor as a non-designated heritage asset.

**8.32** As such it is considered that the proposal would not conflict with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the NPPF, Policy SD8 of the JCS and Policy HER2 and HER5 of the TBLP.

### ***Residential Amenity***

**8.33** JCS policies SD4 and SD14 require development to enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space. Development should have no detrimental impact on the amenity of existing or new residents or occupants.

**8.34** Policy GD6 of the TPNDP requires development proposal to demonstrate that they will not lead to unacceptable levels of noise, general disturbance, smell, fumes, loss of daylight, or sunlight, loss of privacy or have an overbearing effect on neighbouring properties.

**8.35** Given the modest height of the pods and ancillary buildings, they would not lead to a loss of daylight/sunlight reaching neighbouring dwellings or private amenity spaces.

**8.36** The layout as originally submitted was considered to be unacceptable by the Environmental Health Officer (EHO) and the case officer due to potential noise disturbance to neighbouring properties to the south of the site. However, following discussions with the EHO and case officer, amended plans were received which moved the pods further from the nearest properties. Pod 4 is the closest pod to any residential property and now has a separation distance of circa 25m to Haulfryn. Pod 4 would have a separation distance of 60m to Shuthonger House and Pod 1 would have a separation distance of 50m to Shuthonger Manor.

**8.37** The applicant has also provided a Noise Management Plan (NMP) in support of the application. The objectives of the NMP are to:

1. Avoid or minimise noise impact
2. Implement appropriate steps to minimise the impact where possible
3. Review and monitor the plan for effectiveness in minimising noise

**8.38** Under the avoid section, the pods are highly insulated to withstand temperatures of -25 degrees Celsius, cabins are designed for 2 people per cabin and group bookings would not be accepted. In addition, the owners reside at the Coach House and do not wish to experience noise disturbance themselves.

**8.39** By way of minimising noise, guests would be required to agree with the terms and conditions as part of the booking process. A welcome pack would be provided to each booking providing details as follows:

- No noise after 2200 or before 0700
- Alcohol should only be consumed within the cabin boundary
- Guests staying should not exceed the booking agreement
- Vehicles must not be moved between 2300 and 0700 unless in an emergency
- No new arrivals outside 0700-2200
- No amplified music to be played outside of the cabin outside the hours 0900-2100.

- 8.40** By way of monitoring, the site owners name and contact number would be published on a dedicated website for any neighbours to raise concerns with noise or disturbance.
- 8.41** As shown on the site layout plan, each pod would have a dedicated hot tub and the following rules will be put in place:
- No alcohol is to be consumed when using the hot tub
  - No glass or bottles should be used in the hot tub
  - No more than a maximum of 4 people are permitted in a hot tub at any one time
  - Hot tubs should only be used between the hours of 0700 and 2200.
- 8.42** A condition will be added to any permission to ensure the NMP plan adhered too.
- 8.43** The updated layout plan also provided more screening of the pods by way of new hedges and trees to be planted as detailed within the landscaping section. The new boundary treatment, planting around each pod and the positioning of the pods to face west, away from the neighbouring properties, would ensure there is no loss of privacy or overlooking as a result of the development.
- 8.44** The proposal incorporates a lighting scheme with the insertion of 4no. low level lighting bollards to be installed across the site. The lighting spread has been shown as 5m and the bulbs are low level height at 40cm high, bulbs installed to shine downwards and are sensor triggered to ensure they are on only when needed. The level of lighting provided is considered to be minimal whilst ensuring the safety of guests using the sight. The EHO has no objections to the proposed lighting detail.
- 8.45** Following the receipt of amended plans to increase separation distances, the insertion of new boundary planting, updates to the NMP and a no objection response from the EHO, officers are of the opinion that the proposed development is in accordance with policies SD4 and SD14 of the JCS and Policy GD6 of the TPNDP

### ***Biodiversity***

- 8.46** Policy SD9, Biodiversity and Geodiversity, of the JCS encourages all new development to contribute positively to biodiversity and geodiversity whilst linking with wider networks of green infrastructure. For example, by incorporating habitat features into the design to assist in the creation and enhancement of wildlife corridors and ecological stepping stones between sites.
- 8.47** Policy NAT1, Biodiversity, Geodiversity and Important Natural Features, of the TBLP requires proposals to deliver a biodiversity net gain across local and landscape scales, including designing wildlife into development proposals.
- 8.48** The application is accompanied by a Preliminary Ecological Appraisal (PEA) prepared by Abricon Ltd. The PEA reports that the site consists of improved grassland grazed short by horses with scattered trees. The trees would all be retained, so there would be no impacts on roosting bats in the unlikely event that roosts are present. The proposed lighting scheme would avoid impacts on foraging bats.
- 8.49** The PEA has been reviewed by the Council's Ecologist who has no objection to the enhancement and mitigation measures as proposed in the PEA in relation to Great Crested Newts, Birds, Bats, Badgers and Hedgehogs. A wildflower meadow grassland is proposed within the site and native hedgerows would be planted along the eastern and southern boundary. Further enhancements are provided by the addition of a bat and bird box.

- 8.50** Appropriately worded conditions would be attached to any permission to ensure the mitigation measures as set out within the PEA are implemented.

### ***Drainage and Flood Risk***

- 8.51** Policy INF 2, Flood Risk Management, of the JCS explains how development should minimise the risk of flooding, contribute to a reduction in existing flood risk, apply a sequential test for assessment of applications giving priority to land in Flood Zone 1, incorporate suitable Sustainable Drainage Systems (SuDS) where appropriate in the view of the local authority to manage surface water drainage: to avoid any increase in discharge into the public sewer system; to ensure that flood risk is not increased on-site or elsewhere; and to protect the quality of the receiving watercourse and groundwater.
- 8.52** Policy ENV 2, Flood Risk and Water Management, of the TBLP requires all proposals to incorporate sustainable drainage systems where appropriate and proportionate to the scale and nature of development proposed.
- 8.53** As confirmed by the Environmental Agency's Flood Map for Planning, the site is located within Flood Zone 1 and therefore at the lowest risk of flooding and appropriate for new residential development.
- 8.54** All surface and foul water on site would be controlled via a water treatment plant, with no connection to any public sewers. The drainage officer has reviewed the proposal and agrees with it in principle, subject to detailed conditions.
- 8.55** The proposed location of the parking/turning area and reception area would be crossing existing Severn Trent mains. Severn Trent have reviewed the proposal and confirm they have no objection to the turning area provided the ground levels are not reduced significantly and the reception location is also acceptable provided there are no amendments to the concrete base.

### ***Access and Highway Safety***

- 8.56** Policy INF1 'Transport Network' states that developers should provide safe and accessible connections to the transport network to enable travel choice for residents and commuters. Policy TOR3 specifies that all caravan and camping proposals must be well related to the primary road network and any local roads involved in gaining access to the site should be capable of accommodating the extra traffic generated without undue hazard or inconvenience to local residents or other road users.
- 8.57** Policy TP1 of the TPNDP states that development would only be permitted where it would not cause a severe adverse traffic impact and increase in the volume of traffic within Twyning Parish that cannot be acceptably mitigated, particularly where the road network is narrow and pedestrian facilities inadequate.
- 8.58** From the A38, the glamping site vehicular access would follow a short existing track to reach the parking and turning area. The parking area would accommodate for one parking space per pod, one of which would be an electric vehicle charging point.

- 8.59** Objections have been raised from neighbours and the Parish Council in relation to access and potential damage to the archway. The applicant has reviewed these comments and provided the following rebuttal:

*“The existing access will be utilised to guide guests to a new parking/turning area at the site. The applicant has controlling ownership of this area and each house associated is limited to the number of cars parked here for safety reasons. The archway through the houses must remain clear at all times, this has always been a rule. There are also two access points for these dwellings which will further accommodate the additional cars associated with this development.”*

- 8.60** The Council have reviewed the access through the archway and have no objection or concerns about its use. The archway should remain clear at all times and any damage caused to the archway by any vehicle using the archway would be dealt with as a civil matter.
- 8.61** The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

## **9. Conclusion**

---

- 9.1** Section 38(6) of the Town and Country Planning Act 1990 provides that, if regard is to be had to the development plan, the determination must be made in accordance with the development plan unless other material circumstances indicate otherwise. Section 70 (2) of the Act 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.
- 9.2** The proposed development is located adjacent to the rural settlement of Shuthonger and provides potential economic and tourism related benefits to the area. The design of the glamping pods and ancillary buildings are considered to be appropriate for their setting ensuring there would be no harm to the nearby listed building. Following the receipt of amended plans, the pod layout is considered to be appropriate and subject to details within the NMP the proposal would not have an adverse impact on the amenity of neighbouring residents. The proposal would be served by a safe and suitable access and the residual cumulative impact on the highway would not be severe.
- 9.3** It is therefore considered that the proposed development would constitute sustainable development in the context of the NPPF, the Joint Core Strategy, the Tewkesbury Borough Plan and the Twyning Parish Neighbourhood Development Plan as a whole and it is therefore recommended that the grant of planning permission be permitted.

## **10. Recommendation**

---

- 10.1** It is considered that the scheme as amended and subject to compliance with conditions would result in a high-quality development which would have an acceptable impact on neighbouring amenity, the character of the area and would comply with relevant policies in the plan. It is therefore recommended that application is **PERMITTED** to any planning conditions.

## 11. Conditions

---

- 1 The works hereby permitted shall be begun before the expiration of three 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:

- L210711-01-00 – Aerial View
- 210711-01-01- Location Plan
- 210711-01-02- Rev E – Layout Plan A1
- 210711-01-04 – Rev D – Drainage Plan A1
- 210711-01-05 – Pod Elevations
- 210711-01-06 – Road and Access plan
- 210711-01-07 – Rev C – Landscaping Plan A2 (Illustrative only)
- 210711-01-08 – Rev B – Lighting Plan A1
- 210711-01-09 – Artist Impressions (Illustrative Only)
- 210711-01-10 – Reception Hut elevations
- 210711-01-11 – Sauna Elevations
- 210711-01-12 – Existing layout plan
- 210711- Market Research
- 210711- Rev A – Design and Access Statement
- 210711- Landscaping plan & Maintenance Plan
- Rev A – Noise Management Plan v1.2
- 

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 The glamping pods and ancillary buildings hereby permitted shall be clad in timber and shall remain unstained to weather naturally.

Reason: To ensure that materials provide for high quality design.

- 4 No development shall commence until a detailed design, maintenance and management strategy and timetable of implementation for the surface water and foul water drainage strategy is provided to show how water will be controlled on site via a Water Treatment Plant (WTP). Runoff and wastewater calculations to support the WTP should be provided, as well as geological background including soil percolation tests to BRE365 to show site can be drained for both foul and surface water without causing pollution and/or flooding on site and neighbouring properties.

The submitted details must demonstrate the technical feasibility and viability of the proposed 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 lifetime of the development. The scheme for the surface and foul water drainage shall be implemented in accordance with the approved details and timetable and shall be fully operational before the development is first put in to use/occupied.

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

- 5** No development shall start until there has been submitted to and approved in writing by the Local Planning Authority a comprehensive scheme of hard and soft landscaping, which shall include details of all permeable hard surfaces, indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development. The scheme shall also include, amongst other things, full details of proposed tree/hedgerow/shrub planting, the location, species and sizes, planting specifications, maintenance schedule, provision for guards or other protective measures. The details shall include the tree pit design and location, type, and materials to be used for hard landscaping including specifications, and full details of any proposed boundary treatments.

All planting, seeding, or turfing in the approved details of landscaping for the development shall be carried out in accordance with the approved details in the first planting season following the completion or first occupation/use of the development, whichever is the sooner. The planting shall be maintained in accordance with the approved schedule of maintenance. Any trees or plants which, within a period of five years from the completion of the planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure adequate provision for trees/hedgerows and landscaping in the interests of visual amenity and the character and appearance of the area.

- 6** No removal of trees/scrub/hedgerows shall be carried out on site between 1st March and 31st August inclusive in any year, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of protected species to ensure that the nature conservation interest of the site is protected.

- 7** The development hereby permitted shall be carried out in accordance with the mitigation and enhancement recommendations, and external lighting scheme, included within the Preliminary Ecological Assessment (Abricon Ltd Mar22 v1.0) prior to the occupation/first use of the development and retained thereafter.

Reason: To ensure the development contributes to the conservation and enhancement of biodiversity within the site and wider area.

- 8** The holiday let/tourist accommodation hereby approved shall be occupied for holiday purposes only and shall not be occupied by a person or persons' sole, or main place of residence.

Reason: The proposed unit/visitor accommodation would be situated in the open countryside, outside any defined settlement boundary where new residential development will be strictly controlled. The proposed unit/accommodation is only acceptable as a holiday let/ tourism development.



- 9 The owners/operators of the holiday let unit/visitor accommodation hereby approved shall maintain an up-to-date register of the names of all occupiers of the unit/accommodation. This register shall be made available within 1 calendar month of a written request by the Local Planning Authority.

Reason: The proposed unit/visitor accommodation would be situated in the open countryside, outside any defined settlement boundary where new residential development will be strictly controlled. The proposed unit/accommodation is only acceptable as a holiday let/ tourism development.

- 10 An electric vehicle infrastructure strategy and implementation plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first use/occupation of any building hereby permitted. The plan shall contain details of the number and location of all electric vehicle charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851, and Manual for Gloucestershire Streets. Buildings and parking spaces that are to be provided with charging points shall not be brought into use until associated charging points are installed in strict accordance with approved details and are operational. The charging point installed shall be retained thereafter unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable travel and healthy communities.

- 11 The development hereby permitted shall be carried out in accordance with the Noise Management Plan by way of avoiding, minimising and monitoring noise at the site.

Reason: To ensure that the proposed development integrates with its setting in the interests of residential amenity

## 12. **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 the 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 applicant should be advised that, if permission is granted for the development, the site/caravan/mobile home will require licensing under the provisions of The Caravan Sites and Control of Development Act 1960 /Section 269 of The Public Health Act 1936. Further information regarding Caravan Site Licensing, application forms and details of fees (where applicable) can be found at Caravan and mobile homes site licensing — Tewkesbury Borough Council.  
Advice and further details are available on request to [ehenquiries@tewkesbury.gov.uk](mailto:ehenquiries@tewkesbury.gov.uk) or telephone 01684 295010

- 3** There is a public right of way to the rear of the development, the applicant will be required to contact the PROW team to arrange for an official diversion, if the applicant cannot guarantee the safety of the path users during the construction phase then they must apply to the PROW department on 08000 514514 or [highways@gloucestershire.gov.uk](mailto:highways@gloucestershire.gov.uk) to arrange a temporary closure of the right of way for the duration of any works. We advise you to seek your own independent legal advice on the use of the public right of way for vehicular traffic. The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion.