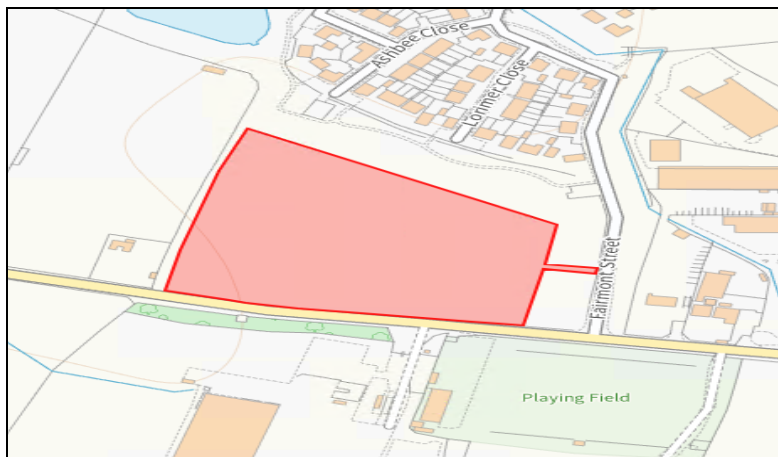


Planning Committee

| | |
|---|---|
| Date | 16 July 2024 |
| Case Officer | Jonny Martin |
| Application No. | 23/01063/FUL |
| Site Location | Parcel 3667, Stoke Road, Bishops Cleeve |
| Proposal | Full planning application proposing the development of seven units providing 11,421.1 M2 (GEA) of floorspace for use as industrial, workshop, warehouse, storage and distribution (use class B2, B8 and E(G)(III)) with ancillary office accommodation, new access, parking and landscaping. |
| Ward | Bishops Cleeve |
| Parish | Cleeve West |
| Appendices | <ul style="list-style-type: none"> - Site Location Plan PA-01 - Proposed Site Access Plan PA-03 - Proposed Site Plan PA-05 Rev D - Unit 1 Plans as Proposed PA-07 Rev A - Unit 1 Sections and Elevations as Proposed PA-08 Rev A - Unit 2 Plans, Sections, Elevations as proposed PA-09 Rev A - Unit 3 Plans, Sections and Elevations as proposed PA-10 - Unit 4 Plans, Sections and Elevations as proposed PA-11 - Unit 5 Plans, Sections and Elevations as proposed PA-12 - Unit 6 Plans as Proposed PA-13 Rev A - Unit 6 Section and Elevations as Proposed PA-14 Rev A - Unit 7 Plans, Section and Elevations as Proposed PA-15 - Site Boundary Treatment Plan PA-16 Rev D - 2245-21-01-S5 Rev 05 - Proposed Landscape Concept - 2245-21-02-S5 Rev 03 - Illustrative Boundary Sections - CGI Views - Boundary Section through Unit 1 |
| Reason for Referral to Committee | Parish objection. |
| Recommendation | Delegated Permit subject to S106 |

Site Location



1. The Proposal

Full application details are available to view online at:

<http://publicaccess.tewkesbury.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=REJZ8KQDKU200>

1.1 The application seeks full planning permission for:

“the development of 7 units providing 11,421.1 M2 (GEA) of floorspace for use as industrial, workshop, warehouse, storage and distribution (use class B2, B8 and E(G)(III)) with ancillary office accommodation, new access, parking and landscaping.”

1.2 The development seeks to provide 7no. individual buildings, of varying sizes, each designed with inherent flexibility to be sub-divided, configured or potentially combined to provide accommodation subject to the demands of the business market. The breakdown of each unit is as follows:

- Unit 1: 1,947.8m² + 256.5 mezz m² = 2,204.3m²
- Unit 2: 997.5m² + 250.8m² mezz = 1,248.3m²
- Unit 3: 1,147.1m² + 184.5m² mezz + 108.5m² mezz + 108.5m² mezz + 113.0m² mezz = 1,661.6m²
- Unit 4: 997.5m² + 205.8m² mezz + 205.8m² mezz = 1,409.1m²
- Unit 5: 997.5m² + 205.8m² mezz + 205.8m² mezz = 1,409.1m²
- Unit 6: 1,957.5m² + 247.7m² mezz = 2,205.2m²
- Unit 7: 855.0m² + 229.7m² mezz + 229.7m² mezz = 1,314.4m²

1.3 Units 1 & 6 would be approximately 9 metres to underside of the haunch and a maximum 13 metres in height to the ridge. Units 2,3,4,5 & 7 would be approximately 7 metres to the underside of the haunch and a maximum 10 metres in height to the ridge.

1.4 The main body of the buildings would consist of profiled cladding in dark grey at high level, with contrasting horizontally laid flat cladding panel below. The main entrance elevation would feature areas of glazing, signage would be located above the main entrance and at side elevations (Signage is subject to separate advertisement consent).

1.5 Vehicular access would be provided from a new priority junction with Stoke Road as per the outline approval, 18/00249/OUT. The new access is a dedicated access for the proposed employment land. A new estate road (primary street) would run northwards and then eastwards accessing each of the individual employment units. Pedestrian and cycle access is provided from both the existing footpath from the south, Stoke Road; and a new route to the east connecting to the proposed Retail development (by others) and residential beyond. To further promote cycle access to the site, secure cycle parking is proposed to each employment unit. The number of secure cycle spaces will be relative to the size of the unit. Cycle parking would comprise a mix of ‘Sheffield hoop’ type bicycle stands and secure cycle lock up.

1.6 102 car parking spaces would be provided across the site.

1.7 The service yard areas are self-contained and sized to reflect the requirements of each building floorspace, incorporating the required number of level access loading and dock levellers and the necessary operational manoeuvring into the design.

- 1.8** Construction waste would be controlled via a Site Waste Management Plan and the building and external levels are designed to minimise the removal of inert excavated materials. Where possible any excavated material would be re-used on site.
- 1.9** In relation to boundary treatment and internal soft landscaping, landscape buffers are provided along the northern, southern and western boundaries and comprise a mix of retained and new tree and hedgerow planting. Along the western boundary, a strip of land has been put aside for an agricultural right of way (see green hatch area on proposed site plan). By way of securing the site, the majority of the boundaries would be secured by 1.1m high treated timber post and 3 rail fence and in relation to Unit 6, a 2.4m high black colour coated paladin fencing will be installed to secure the yard area.
- 1.10** By way of reducing the impact on residential amenity, acoustic fencing would be installed adjacent to Unit 1 in the form of a 4m acoustic fence and along the northern boundary by way of a 3m acoustic fence.

Amendments to Original Plans

- 1.11** Through the course of the application process, a number of design changes have been made following comments from the case officer, the Parish Council and statutory consultees. The main design changes have been set out below:
- Unit 6 – The Unit has been flipped, with its yard area, pulling the unit away from the eastern boundary and in doing so, the southern boundary. The service yard has also been reduced to be in line with the front wall of Unit 6. These changes have allowed for more space to be created for planting, in particular along the eastern boundary, which is shown on the landscape concept proposals plan.
 - Additional tree planting has been added to the northern boundary, although, the landscape officer is satisfied with the planting and screening to the north.
 - Internal trees have been added where possible. No more can be added as to not compromise vehicle movement around the site.
 - Boundary sectional drawings have been provided to illustrate tree growth over 15 years. CGI images of the landscaping scheme have also been provided.
 - Updated CGI images have been provided by the architects.
 - Unit 1 – concerns in relation to Unit 1's scale and impact on the neighbouring Haydon bungalow have been addressed by increasing the landscape buffer down the western edge, this is illustrated by the landscape proposals plan as well as CGI's which will be provided. The planting mix has been updated in light of the landscape officers' comments including additional thickest planting in replace of grass. Finally, the roof of Unit 1 has been rotated, so that the lowest side of the building along the haunch is adjacent to the site boundary, thus reducing the perception of scale when viewed from the western boundary.
 - Increase in Acoustic Barrier Fence in south west corner, adjacent to Unit 1, from 3m to 4m following comments from the EHO.

2. Site Description

- 2.1** The application site is rectangular in shape, occupying an area of approximately 2.53 ha. The site is located to the west of Bishops Cleeve and north of Stoke Road and forms part of a wider mixed-use development, including employment, open space, housing, rugby club and waste management centre. The northern boundary of the site adjoins the Fairmont residential development boundary and is separated by a landscape buffer. The southern boundary adjoining Stoke Road is lined with mature hedgerow that screen much of the site from Stoke Road. A footpath also runs along the southern boundary which leads into the main urban area of Bishops Cleeve.
- 2.2** Opposite to the site, to the south of Stoke Road, is the Waste Management Centre and neighbouring this to the east is the Rugby Club, including car park, club house and pitches. The eastern boundary of the site will adjoin the proposed retail development scheme. Beyond the retail development site to the east is Malvern View Business Park. The Business Park includes a range of office and industrial buildings. The western boundary adjoins a residential bungalow known as Haydon.
- 2.3** The application site is located within the defined settlement boundary of Bishops Cleeve as shown on the adopted policies map. This site is allocated as a major employment site under Policy EMP1 as the 2.24ha extension to Malvern View Business Park.
- 2.4** The site does not have any landscape or heritage constraints and the application site is located within Flood Zone 1. There are no Public Rights of Way (PROW) adjacent to the site.

3. Relevant Planning History

| Application Number | Proposal | Decision | Decision Date |
|--------------------|--|----------|---------------|
| 16/00582/OUT | Outline Planning Permission for up to 265 residential dwellings (including up to 40% affordable housing), A1 convenience retail store of up to 200sqm, introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access from Stoke Road (to 15m in to the site) and associated ancillary works. All matters to be reserved with the exception of the main site access. | REF | 20.12.2016 |
| 17/00002/SCO | Scoping request for proposed outline application for up to 215 residential dwellings, 2.24 ha of commercial use (Use Class B1/B2/B8), 0.2 ha of retail uses (Use Class A1), open space & landscaping & drainage & associated supporting infrastructure including access roads | DONE | 18.07.2017 |

| | | | |
|--------------|---|--------|------------|
| 21/00214/APP | Approval of Reserved Matters (Scale, Layout, Appearance, Landscaping) for the residential element pursuant to outline consent 18/00249/OUT for the erection of 215 dwellings, public open space, landscaping and sustainable urban drainage scheme. | APPROV | 10.09.2021 |
| 21/01329/FUL | Variation of condition 3 (Access), 21(a) (Pedestrian/cycle pathway), 21(b) (Internal footway/cycleway connection) and 21(c) (Eastbound/westbound bus stops) of planning permission 21/01024/FUL. | PER | 09.02.2022 |

4. Consultation Responses

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

Bishops Cleeve Parish Council – Objection: The Parish Council have objected on the following five points (Summarised with full comments available on the planning website):

1. Unsuitable Development - Whereas the Council understands that this parcel of land has been earmarked for employment in the Tewkesbury Borough Plan, the Council believes this application is overbearing and out of proportion to the size of the site and its location on a narrow Class B road.
2. Lack of Noise Protection - The acoustic barriers are only positioned on the north side of the development and at 4m sit below the mezzanine level of the proposed buildings. They will offer little noise protection to the houses on the new development to the north of the site. No consideration has been given to the amenity of the residents of the bungalow, Haydon, which lies on the western curtilage of the site, with limited visual screening and no acoustic barriers to reduce the noise impact of the site.
3. Size of Development – The Parish object to the scale of the development when compared against the planning history of the site for the scheme that was granted at appeal under 18/00249/OUT. This permission granted a total of 6,880sqm and the Parish objects to the additional 4,500sqm.
4. Height Restriction – As per point 3, the Parish object to the proposal based on the scheme that was granted at appeal under 18/00249/OUT. Permission 18/00249/OUT restricted building heights to 9m.
5. Operating Times - The Parish objects to there being no stipulation of operating times and strongly supports the times stated in the Decision Notice 18/00249/OUT.

Amended plans, updated CGI's, relocation of Unit 6, updated boundary treatment and an increase in acoustic fencing has been provided by the applicant. The Parish reviewed the amended information and still maintain their objection to the scheme.

In addition to the above, the Parish note the objection from Stoke Orchard and Tredington Parish council in relation to the TRO. This element will be discussed in full within the Highways Section below.

Landscape Officer – following the receipt of amended plans, the landscape officer considers on balance with the re-positioning of Unit 6, to enable a stronger landscape buffer to be provided to the Stoke Rd frontage, plus the improved buffer planting to the east and west boundaries, they are satisfied that the landscape concept plan for the amended site layout will be able provide an acceptable level of screening to the scheme. Full detailed landscaping details should be provided by way of condition.

Ecologist – No objection subject to conditions relating to a CEMP, Ecological Mitigation and Enhancement Plan and a LEMP. In relation to BNG, the applicant will to enter into an agreement with the Environment Bank to secure 1.38 BNG units to offset the residual biodiversity impact of the site as per the BNG metric submitted (0.87 units) plus the 10% net gain target in line Policy NAT1 (0.51 units). This is considered to be acceptable and these details would be secured via a prior to commencement condition. Further analysis will be provided in the ecology section below.

County Highways – No objection subject to conditions and financial obligations.

National Highways – No objection to the development.

Environmental Health Officer – following the receipt of additional information and an increase to the acoustic barrier adjacent to Unit 1, The EHO raises no objection subject to conditions relating to construction hours, CEMP, Noise Mitigation, Vehicle noise restrictions, deliveries, external plant and potential contaminated land.

Minerals and Waste Planning Authority – Following the receipt of an updated Waste Management Statement, the County Council have no objections subject to further information being provided via a condition.

Health and Safety Executive – No comment to make as the application does not fall within the Consultation Distances Zone of either a Major Hazard Site or Major Accident Hazard Pipeline.

Lead Local Flood Authority – The LLFA has no objection to the development and the details within the submitted drainage strategy are considered to be acceptable.

Severn Trent – Severn Trent have reviewed the FRA and are happy to accept the foul water sewage from the development.

Archaeology – The development site has been checked against the County Historic Environment Record. All necessary archaeological mitigation on site has been undertaken in relation to condition 10 of permission 18/00249/OUT and post-excavation works and report production are in progress in accordance with the submitted Post-Excavation Assessment and Updated Project Design (Cotswold Archaeology, May 2023). Therefore, no further archaeological investigation or recording need be undertaken in relation to the current application and therefore no archaeological condition is required.

Environment Agency – No comment.

Gloucestershire Wildlife Trust – Comments have been received in relation to SUDs, BNG and external lighting. The Trust accepts the principle of development on the site. The comments from the Trust will be assessed in the relevant sections below, flood risk, ecology and amenity.

5. Third Party Comments/Observations

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

- 5.1** The application has been publicised through the posting of a site notice for a period of 21 days. Stoke Orchard and Tredington Parish Council raise concern with the proposal in that it would significantly increase industrial/heavy goods traffic trying to access the proposed industrial estate. It should be noted in particular that a section of Stoke Road running through the centre of the village is subject to a TRO weight restriction order (03.04.1992). The Parish also raise concerns about the increase in commercial size and the impact this would have on the flood zone in Stoke Orchard.
- 5.2** Further to the above, six letters of objection have been received from neighbours raising the following concerns (summarised):
- Noise and the potential impact on the dwellings to the north of the site. The units are above the 4m acoustic barrier and would impact the sleep pattern of residents.
 - Impact the lorries would have on air pollution which would impact the local air quality and enjoyment of the surrounding natural area.
 - Impact on light pollution from the external lighting.
 - Visual impact and the development would spoil the rural aesthetic and diminish the sophisticated appearance of the estate.
 - Impact on wildlife.
 - Loss of privacy.
 - Overshadowing from the new units.
 - Impact on the surface water on site.
 - Concerns raised about the reports that have been submitted by the applicant in support of the application.
 - Residents raised concerns about the impact the development would have on the value of their homes

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

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

- SD1 (Employment)
- SD3 (Sustainable Design and Construction)
- SD4 (Design Requirements)
- SD6 (Landscape)

- SD9 (Biodiversity)
- SD14 (Health and Environmental Quality)
- INF1 (Transport Network)
- INF2 (Flood Risk Management)
- INF3 (Green Infrastructure)

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

- EMP1 (Major Employment Sites)
- EMP3 (Employment Sites within settlement boundaries)
- EMP5 (New Employment Development)
- LAN2 (Landscape Character)
- NAT1 (Biodiversity)
- ENV2 (Flood Risk and Water Management)
- TRAC9 (Parking Provision)

6.5 Neighbourhood Plan

None.

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 2023 and its associated Planning Practice Guidance (PPG), the National Design Guide (NDG) and National Model Design Code.

8. Evaluation

Principle of development

- 8.1** Policy SD1 of the JCS explains how employment related development will be supported in locations allocated for employment use within the Development Plan and for the re-development of land already in employment use.
- 8.2** Policy EMP1 of the TBLP states that at Major Employment Sites, the Council will support in principle proposals for offices, research and development, light industrial, general industrial, storage and distribution development.
- 8.3** The application site is allocated as part of a Major Employment Site under Policy EMP1 for the extension to Malvern View Business Park as designated on the policies map.

- 8.4** The proposal seeks to provide 11,421.1 M2 of floorspace for use as industrial, workshop, warehouse, storage and distribution (use class B2, B8 and E(G)(III)) with ancillary office accommodation. The proposed uses are in keeping with Policy EMP1. The proposal would seek to provide approximately 70-80 jobs when all units are in operation. This is an indicative figure provided by the applicant as the end users are not known at this stage.
- 8.5** Further to the proposal being part of an allocated site, the application site has relevant planning history which is considered to be a material planning consideration.
- 8.6** Planning application 18/00249/OUT sought permission for:
- “outline planning application for the erection of up to 215 dwellings, up to 2.24ha of commercial use (B1 and B8), up to 0.2ha of retail uses (A1), with public open space, landscaping and sustainable urban drainage system including associated works and two vehicular access points from Stoke Road. All matters reserved except for means of access.”*
- 8.7** A planning appeal was lodged to the Planning Inspectorate on 24 May 2019 against the non-determination of the planning application and considered by the Council’s Planning Committee on 16 July 2019 (The planning committee recommended the application be refused).
- 8.8** The Planning Inspector allowed the appeal and outline planning permission was subsequently granted. It was agreed that two plans were submitted for illustrative purposes:
- A Development Framework Plan Drawing Number 6335-L-02_M
 - An Illustrative Master Plan Drawing Number 6335-L-03_D
- 8.9** In relation to the first issue *“Whether the proposal would provide an appropriate site for development having regard to the most important and up-to-date policies in the development plan and national guidance”* the Inspector concluded that:
- “In terms of the settlement strategy of the JCS, the appeal site is an appropriate location for development. Nor is there any reason to think that Bishop’s Cleeve lacks physical, environmental or social capacity to accommodate the appeal scheme. The Council plainly has no difficulty with the appeal site being developed, as it is proposed as a major employment site in the ELP. Nor is there any evidence that any infrastructure demands created by the appeal scheme need go unmet with the appropriate provision of justified contributions in a planning obligation or through the substantial CIL payment to which the site’s development would be liable.”*
- (Emphasis Added)
- 8.10** A Reserved Matters application (21/00214/APP) was approved in relation to the residential element of 18/00249/OUT and the residential development has been built out. A Reserved Matters application was never submitted for the employment element of the outline scheme. Implementation of the employment element of the scheme has now time expired. In light of this, limited weight is attributed to the outline planning history but it is still considered to be a material planning consideration.
- 8.11** Given the application site is allocated for employment land under Policy EMP1, the proposed uses are in keeping with Policy EMP1, the planning history of the site for

employment land and the site is located within the settlement boundary of Bishops Cleeve, the proposal is considered to be acceptable in principle in accordance with Policy SD1 of the JCS and EMP1 of the TBLP. However, there are other material planning considerations that need to be taken in account as set out below.

Scale and Layout

- 8.12** Policy SD4 of the JCS requires new development to be of a scale appropriate to its site and setting. Policy EMP5 of the TBP requires new employment development to be of a scale and design that is compatible with the character of the existing location and its setting.
- 8.13** The Reasoned Justification to Policy EMP5 at paragraph 4.28 states the following:
- “Determining an appropriate scale and design of development should have regard to the context of the site. For example, the Major Employment sites will generally be suitable for large scale office, industrial and warehousing uses with large car parking and servicing requirements”*
- 8.14** As a starting point, when assessing the scale of the proposed development, it should be noted that this site is allocated as a Major Employment Site under Policy EMP1 and therefore it is anticipated that development will be large in scale as set out by paragraph 4.28 of the TBP.
- 8.15** The proposal would provide 7 commercial units of varying sizes extending to 11,421sqm (GEA). Units 1 & 6 would be approximately 9 metres to underside of the haunch and a maximum 13 metres in height to the ridge. Units 2,3,4,5 & 7 will be approximately 7 metres to the underside of the haunch and a maximum 10 metres in height to the ridge.
- 8.16** In relation to the scale of buildings surrounding the site, two storey dwellings are located to the north, large scale employment buildings are located to the east within Malvern View Business Park, there is a single dwelling to the west and a large scale waste management industrial building to the south.
- 8.17** Bishops Cleeve Parish Council have objected to the scheme in relation to the size of the development (scale). Their main concern relates to the planning history under 18/00249/OUT which was granted via appeal by the Planning Inspector. Condition 6 of the appeal scheme restricted the total amount of Use Class B1/B8 floorspace to 6,880sqm. Condition 7 of the appeal scheme required the industrial buildings to have a maximum height of 9m above ground level.
- 8.18** The proposed scheme would provide an additional circa 4,500sqm of floorspace and each unit would be above 9m as set out by appeal scheme 18/00249/OUT. While planning officers do have some concern with the proposed scale in relation to the impact on the wider landscape (discussed below) the proposed scheme should be assessed on its own merits and should not be determined by conditions relating to a previous planning permission.
- 8.19** The industrial element of the appeal scheme was granted at outline stage and therefore limited information was provided to the inspector. The proposed application provides full details in relation to scale through the submission of detailed plans, elevations, sections landscaping details with boundary treatment plans, CGI's, local marketing letters, a Design and Access Statement and a Landscape and Visual Impact Appraisal.

- 8.20** Furthermore, Within paragraph 85 of the appeal decision, the inspector stated that *“conditions 6 and 8 are necessary to ensure the development would be carried out in accordance with good urban design principles and that condition 7 is necessary to determine the scope of the application and for the avoidance of doubt.”* The imposed conditions were not added to the permission to ensure the scheme would not be overbearing or out of character with the area but to define the scope of the application. The conditions relate to the outline appeal scheme only and the proposed application, although it provides industrial units, provides a new design and scale that should be assessed on its own merits.
- 8.21** As set out above, Planning Officers at the Council in tandem with the Landscape Officer raised some concerns about the scale of the development, the positioning of the Units 1 and 6 and the impact it would have on the local landscape. Full details on the impact on local landscape will be addressed within a landscape section below but it will be summarised in this section as it relates to the scale of the proposal.
- 8.22** Following the concerns raised by the planning officer, discussions took place with the applicant and their design team and amended plans were provided. The position of Unit 6 was flipped, pulling the unit away from the eastern boundary and the southern boundary. The service yard has also been reduced to be in line with the front wall of Unit 6. These changes have allowed for more space to be created for planting, in particular along the eastern boundary, which is shown on the landscape concept proposals plan. Additional tree planting has been added to the northern boundary.
- 8.23** Boundary sectional drawings have been provided to illustrate tree growth over 15 years along with CGI images to show how the proposal would be designed. In relation to Unit 1, the landscape buffer has been increased along the western edge.
- 8.24** Following the receipt of amended plans the landscape officer, on balance, is satisfied that the amendments will be able to provide an acceptable level of screening to the scheme.
- 8.25** Further to the receipt of the amended plans, Alder King have provided a marketing letter which revealed that there is very strong occupier interest from locally based companies of the proposed larger buildings in particular. At this stage, there are no specific tenants confirmed and therefore the buildings and layout have been purposefully designed to be flexible to meet the needs of businesses wishing to occupy the site.
- 8.26** Despite Planning Officers having a low degree of concern over the height of the buildings, in particular Units 1 and 6, a balancing exercise is provided at the end of this report which assesses the low degree of harm from the scale of the buildings with the economic benefits provided by the proposal.

Design and Appearance

- 8.27** Section 12 of the NPPF sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It continues by stating that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Planning decisions should, amongst other things, ensure that developments will function well and add to the overall quality of the area and should be sympathetic to the local character, including the surrounding built environment.

- 8.28** 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.
- 8.29** Policy EMP5 requires new development to be of a design which is compatible with the character of the existing location.
- 8.30** The layout of the development is considered to respect the building line established by the neighbouring industrial / commercial development, Malvern View Business Park and to provide continuity in the pattern of built form. Along Stoke Road existing hedgerows are retained and landscape zone enhanced, therefore setting the buildings (Units 6 & 7) back from the main road frontage, behind a landscaped buffer.
- 8.31** The building line to Unit 1 has been set well back (circa 45m) from the main Stoke Road frontage. This 'set back' building line helps to retain a more open aspect into site, when viewed on approach to the Bishop's Cleeve conurbation from the west and helps respect the neighbouring residential dwelling (Haydon) amenity.
- 8.32** Units 2, 3, 4 & 5, located to the north of the site, are positioned 'side on' (gable end) when viewed from the north, (from new residential development - Fairmont) to help reduce potential visual building bulk and help protect residential visual amenity. Importantly this orientation introduces significant open gaps in between the employment buildings, again this visually reduces the perceived mass of the overall development.
- 8.33** The proposed layout allows for future flexibility of unit size, car parking arrangement, servicing, so that the overall scheme can potentially be adjusted to suit specific requirements of businesses and to ensure the layout meets their requirements—subject to subsequent approvals.
- 8.34** The employment buildings follow a rectilinear form and would have an industrial style and functionality, in-keeping with their specific use and commercial context. The main body of the buildings would consist of profiled cladding in dark grey at high level, with contrasting horizontally laid flat cladding panel below. The main entrance elevation would feature areas of glazing, signage would be located above the main entrance and at side elevations (Signage is subject to separate advertisement consent).
- 8.35** The main body of neutral colours of greys and silvers are used to create a distinctive development of a clean modern style, sympathetic to the surroundings, which also offers a attractive back drop to the existing mature trees and hedgerows around the site. To add further visual interest, limited areas of colour would be provided to corner areas.
- 8.36** Materials of contrasting texture and colour would reduce the perceived scale of the proposed buildings, as well as providing visual interest, particularly to the corners of the buildings. The varying but complementary building elements would add to the quality feel of the overall development.
- 8.37** The proposed materials used would be in keeping with the existing industrial buildings at Malvern View Business Park and therefore the proposal is considered to be in accordance with Policy EMP5 of the TBLP and Policy SD4 of the JCS

Landscape and Trees

- 8.38** The NPPF sets out that planning decisions should contribute to and enhance the natural and local environment by, inter alia, protecting and enhancing valued landscapes, and by recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem service.
- 8.39** Policy SD6 of the JCS states that development would seek to protect landscape character for its own intrinsic beauty and for its benefit to economic, environmental and social well-being. Proposals will have regard to local distinctiveness and historic character of different landscapes and proposals are required to demonstrate how the development would protect landscape character and avoid detrimental effects on types, patterns and features which make a significant contribution to the character, history and setting of a settlement area.
- 8.40** Policy LAN2 of the TBP sets out that all development must, through sensitive design, siting, and landscaping, be appropriate to, and integrated into, their existing landscape setting.
- 8.41** Policy EMP5 of the TBP requires new development to ensure it is compatible with the character of the existing location and its setting paying particular regard to AONBs (National Landscapes) and Special Landscape Areas.
- 8.42** There are no landscape designations contained within the red line of the application site. The nearest PROW is located 0.5km to the east, a Special Landscape Area lies to the east of Bishops Cleeve some 2.3km away and the Cotswold National Landscape lies to the east of Bishops Cleeve some 2.7km away.
- 8.43** The existing vegetation is predominately a grass field with typical hedge boundaries including a scattering of hedge trees in the hedgerows. The application is accompanied by a Landscape and Visual Impact Assessment (LVIA) prepared by BCA Design, a Landscape Design Statement prepared by BCA Design and various landscaping and green infrastructure plans.
- 8.44** Within the LVIA a baseline visual study has been carried out to establish the potential visibility of the site through a desk top review including the use of mapping software to generate a Zone of Theoretical Visibility (ZTV), followed by site visits and field survey work to establish the visual receptors. The visual receptors which were identified are represented by nine viewpoints. The main landscape effects of the proposed development on the application site itself would be a result of, site clearance, including the removal of grassland and topsoil strip (short term effect during construction), the creation of a new vehicle access road from Stoke Road for a access into the development site, minor changes to landform due to the creation of a development platform, construction of seven units with two varying heights, creation of new areas of hard surfacing for service yards and car parking and the planting of large areas of native woodland structure planting, with emphasis on screening and ecological enhancement.
- 8.45** The majority of the viewpoints record a Negligible Neutral result at year 15. Viewpoint 6 (taken on Stoke Road near the farm shop, looking east) records a Moderate Adverse. This is due to the proximity of the development site to the viewpoint location and a retained farm track restricts the buffer planting along this boundary. This does reduce over time to Minor Adverse as the vegetated boundary along this edge matures and establishes. Similarly, viewpoint 8 (taken on Stoke Road looking west) records a Minor Adverse result, this is due to this location having a clear line of sight to the edge of the proposed development (specifically Unit 6). The presence of Stoke Road limits any vegetation screening the corner

of the proposed Unit 6.

- 8.46** Planning Officers discussed the proposal with the Council's Landscape Officer and concerns were originally raised in relation to limited landscape buffer in relation to Unit 6, limited planting within the site and overall the proposal has the potential to negatively impact the local landscape.
- 8.47** Following the concerns raised by the planning officer, discussions took place with the applicant and their design team and amended plans were provided. The position of Unit 6 was flipped, pulling the unit away from the eastern boundary and the southern boundary. The service yard has also been reduced to be in line with the front wall of Unit 6. These changes have allowed for more space to be created for planting, in particular along the eastern boundary, which is shown on the landscape concept proposals plan. Additional tree planting has been added to the northern boundary and tree planting has been increased within the internal servicing areas.
- 8.48** The Landscape Officer requested further information in relation to Viewpoint 6 (Stoke Road looking east) and 8 (Footway on Stoke Road looking west). The applicant proposed CGIs which show the development post construction and then at 15 years post construction.
- 8.49** In relation to viewpoint 6, along the western boundary of the site there is proposed a belt of woodland edge planting, comprised of native woodland shrubs, planted on a one metre grid. Within this structure planting, 35 native trees would be planted along this edge, in a range of stock sizes including Feathered, 14-16cm and 18-20cm girth trees. Over time the canopies of these trees would grow in height and width, visually breaking up those sections of the western elevations of Units 1, 2, 6 and 7. Although these trees would reduce the completion visual effect of moderate adverse, some visual effect is likely to remain, giving a residual visual effect at year 15 of minor adverse.
- 8.50** In relation to viewpoint 8, only the top corners of the eastern elevations of Units 6 and 7 would be seen, due to the channelled nature of the view along the highway corridor, the eye is guided down Stoke Road to where the vegetation either side of the road gives way to open sky. It is in this gap, where the small sections of built form would appear. Around the Unit 6 service yard and Stoke Road frontage, there is proposed a belt of woodland edge planting, comprised of native woodland shrubs, planted on a one metre grid. Within this structure planting, 18no. extra heavy standard 18-20cm girth native trees plus 10 Feathered trees would be planted. At the south-east corner of the site and the Unit 6 service yard, two of these trees would appear in the narrow view along Stoke Road to the corners of Units 6 and 7. As these trees grow to maturity, they would conceal the built form reducing the visual effect from minor / moderate adverse at completion, down to a minor adverse residual level of effect after fifteen years.
- 8.51** In relation to fencing, the majority of the site would be bound by 1.1m high timber treated post and 3 rail fence. 2.4m high black paladin fencing would be provided to secure the service yard of Unit 6.
- 8.52** Following the receipt of amended plans which involve the re-positioning of Unit 6, to enable a stronger landscape buffer to be provided to the Stoke Rd frontage, plus the improved buffer planting to the east and west boundaries, the Landscape Officer is satisfied that the landscape concept plan for the amended site layout would be able to provide an acceptable level of screening to the scheme.

- 8.53** In relation to internal landscaping, although the internal site layout would still be heavily hard landscaped, some additional planting has been accommodated, so again, on balance, the landscape officer is satisfied that there is now adequate provision made for planting on site. Full details of the planting scheme would need to be submitted and approved via detailed planning conditions.
- 8.54** Overall, the landscape and visual effects of the proposed development are considered to be Minor Neutral. The implementation and ongoing maintenance of the landscape strategy would provide an important element of mitigation, which would help to soften and assimilate the development into the local landscape, thereby minimising the residual effects of the proposals.

Trees

- 8.55** The application is supported by a Tree Survey and Arboricultural Impact Assessment prepared by Westside Forestry (September 2023). The tree survey was carried out on 29th July 2023.
- 8.56** There are no TPOs within the site or immediately adjacent to the site and the site is not located within a Conservation Area.
- 8.57** The hedgerow on the frontage with Stoke Road H1, contains a variety of species; predominantly Hawthorn and English Elm with occasional Field Maple, Elder and Oak. Many sections of Elm are dying due to Dutch Elm Disease and other sections are Ivy covered. The hedgerow has not been recently maintained, having previously been managed by mechanical flail. The hedge would require removal to accommodate the proposed footpath alterations and access.
- 8.58** The Field Maple T3, is an average multi-stemmed specimen, typical of the species, notwithstanding some apical dieback. The Field Maple T3 would require removal to accommodate the proposed footpath alterations.
- 8.59** The trees T4, T5 and hedgerow H2 are off site, adjacent the westerly boundary of the site. The proposed development is outside of their respective RPAs and as such these trees and hedgerow and would be unaffected by the proposed development.
- 8.60** A comprehensive landscape scheme is proposed, to improve the species diversity, to provide screening and improve the general amenity of the locality. The retained trees would be protected from unnecessary damage during the construction process.
- 8.61** In conclusion, 1 hedgerow and 1 tree to the site frontage would be removed to facilitate the development. The application proposes an illustrative planting plan, internal tree planting and details of boundary planting to help screen the development. The proposal is considered to be acceptable by way of landscaping and the protection of trees subject to appropriate conditions.
- 8.62** The application site is allocated for industrial development as an extension to Malvern View Business Park. In light of this, the introduction of the proposed development in this location would respond positively to and respect the character of the site and its surroundings and therefore the proposal is considered to be compliant with Policy SD6 of the JCS, LAN2 and EMP5 of the TBP.

Archaeology

- 8.63** Paragraph 200 of the NPPF states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 8.64** The application is accompanied by a desk based archaeological assessment. This report has been reviewed by the County Heritage Team Leader at Gloucestershire County Council and the scheme has been checked against the County Historic Environment Record. All necessary archaeological mitigation on site has been undertaken in relation to condition 10 of permission 18/00249/OUT and post-excavation works and report production are in progress in accordance with the submitted Post-Excavation Assessment and Updated Project Design (Cotswold Archaeology, May 2023).
- 8.65** Therefore, no further archaeological investigation or recording need be undertaken in relation to the current application and therefore no archaeological condition is required.
- 8.66** In light of this, the application is considered acceptable in regard to archaeology.

Residential Amenity

- 8.67** Paragraph 191 of the NPPF 2023 states that planning decision should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 8.68** Policy SD4 of the JCS requires development to enhance comfort, convenience and enjoyment through assessment of the opportunities for light, privacy and external space, and the avoidance or mitigation of potential disturbances, including visual intrusion, noise, smell and pollution. Policy SD14 of the JCS requires new development to cause no unacceptable harm to local amenity including the amenity of neighbouring occupants.
- 8.69** Policy EMP5 of the TBP requires new employment development to not result in unacceptable adverse impact on the amenity of neighbouring uses, particularly residential properties.
- 8.70** A number of objection letters have been received from neighbouring residents and Bishops Cleeve Parish in relation to noise. The application site has residential development to the north and west of the site boundary. The closest residential dwelling to the west is the property known as Haydon with a distance of circa 35m to the edge of Unit 1. To the north 11 Lorimer Close would have a separation distance of circa 50m to the northern elevation of Unit 3. By way of existing site context 7 Fairmont Street would have separation distance of 39m to the elevation of the existing Unit 3 at Malvern Business Park and 17 Fairmont Street would have a separation distance of 43m to the unit known as Extrusion Form Tools within Malvern Business Park.

- 8.71** The application is accompanied by a Noise Impact Assessment (NIA) prepared by Hepworth Acoustics dated October 2023. Operation of the proposed development is proposed to be 24 hours a day, 7 days a week as at this stage the eventual occupiers and users of the proposed units are not known.
- 8.72** Within the NIA a noise survey was carried out with testing carried out in two locations, one in relation to Haydon and one in relation to the Fairmont Street residences. Following the noise survey, the applicant is seeking to install 3m high acoustic fence at the northern boundary and a 3m acoustic fence adjacent to Unit 1 in order to minimise any impact on residential amenity.
- 8.73** Following discussions with the Council's Environmental Health Officer (EHO), the acoustic barrier adjacent to Unit 1 has been increased to 4m.
- 8.74** Planning Officers and the EHO are content that the applicant has demonstrated that the scheme as proposed, incorporating noise mitigation as recommended, will ensure that any potential noise impact is controlled to a demonstrably acceptable level by way of all best practical mitigation options. As such, the applicant has demonstrated accordance with the requirements of para 191 of the NPPF which requires that "*Planning policies and decisions... should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.*"
- 8.75** The EHO has requested a number of conditions to further reduce the impact on residential amenity to neighbouring properties. Accordingly, the use of the proposed development without any restrictions on hours of operation would not give rise to a significant risk of disturbance for nearby residents. Given the planning history of the site, the site is allocated for industrial development, the proposed acoustic barriers and appropriate conditions, the proposed development is considered to be acceptable by way of impact on residential amenity in relation to noise in accordance with Paragraph 191 of the NPPF 2023, Policies SD4 and SD14 of the JCS and Policy EMP5 of the TBP.

Air Quality

- 8.76** The application is supported by an Air Quality Assessment (AQA) prepared by AAC. The application site is not located within or adjacent to any Air Quality Management Areas (AQMAs).
- 8.77** In relation to the construction phase, a dust risk assessment has been undertaken for the in accordance with IAQM (2023) guidance, as set out in Appendix A of the AQA. Following implementation of the suggested mitigation measures, the residual effects of dust and emissions from construction activities upon the local area and sensitive receptors, although adverse, would be temporary and 'not significant.'
- 8.78** During the operational phase, the AQA indicates that the impacts associated with the proposed development would be 'not significant' at all modelled receptors, with concentrations remaining within their relevant air quality standards.
- 8.79** The EHO has no objection to the proposed development by way of air quality and as such the proposal is in accordance with Paragraph 191 of the NPPF 2023, Policies SD4 and SD14 of the JCS and Policy EMP5 of the TBP.

Access and highway safety

- 8.80** The NPPF sets out that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. Further, 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.
- 8.81** JCS Policy INF1 states that developers should provide safe and accessible connections to the transport network to enable travel choice for residents and commuters. All proposals required to ensure safe and efficient access to the highway network.

Trip Generation

- 8.82** Planning permission was granted under 18/00249/OUT with the total amount of Use Class B1/B8 floorspace to be 6,880sqm. This type of development would attract 105 and 92 two-way vehicle trips in the AM and PM weekday peak hours, respectively, and 710 two-way daily trips across a 12-hour period. The proposal, if it was purely for B2 Use, would be expected to attract 37 and 32 two-way trips in the AM and PM weekday peak hours, respectively, and 326 daily two-way trips across a 12-hour period. The proposal, if it was purely for B8 Use, would be expected to attract 65 and 47 two-way trips in the AM and PM weekday peak hours, respectively, and 514 daily two-way trips across a 12-hour period.
- 8.83** The proposal is a combination of B2 and B8 and as such, based on a worst case scenario, the proposed development is forecast to have a net-reduction of 39 and 45 trips in the AM and PM peak hour, respectively, and a net-reduction of 196 trips across a 12-hour period from permission 18/00249/OUT.
- 8.84** An independent assessment of Trip rates undertaken by County Highways officers concluded that, the peak hour trip rates for either a B2 or B8 operation as proposed by the application may result in slightly less trips on the Highway network in the peak hours, compared to that of the approved use.

HGV's

- 8.85** Concerns have been raised by members of Bishops Cleeve Parish and Stoke Orchard Parish with regards to the increase in large vehicles. The routing of HGVs through Stoke Orchard could cause particular issues in the area given the increase in residential uses in the area, limited footways and narrow carriageways.
- 8.86** There currently exists a 17 Tonne Weight limit restriction except for access through Stoke Orchard. However, the wording of the order makes this practically impossible to enforce and in any case enforcement by the Police, given limited resources, is difficult to undertake.
- 8.87** In negotiation with the applicant it has been agreed that a contribution be provided to amend the weight limit order, this could also be potentially reduced to 7.5 tonne in accordance with other local orders such as in Pammington Road and also strictly limit access to those that need access within the roads specified in the order.
- 8.88** Additionally, a contribution towards the provision of an ANPR camera with supporting costs for maintenance and staff enforcement would be provided.
- Weight Limit Order - £10,000

- ANPR Camera, maintenance and support - £28,000

8.89 It is considered that these measures and contribution would adequately mitigate against the impacts of the development. A condition would also be added to secure a HGV Management Plan.

Access

8.90 The site access itself was approved under 18/00249/OUT and the applicant has subsequently entered into an agreement with Gloucestershire County Council to provide this access. At the time of writing, it is understood that a technical approval may be granted soon. **An update to the committee will be provided.**

8.91 The new access is a dedicated access for the proposed employment land. A new estate road (primary street) would run northwards and then eastwards accessing each of the individual employment units.

Public Transport

8.92 As part of the original approval it was identified the existing bus service was inadequate. The original approval required a contribution for public transport contribution of £887,200 towards providing the costs of increasing the frequency of the bus service between Tewkesbury and Bishop's Cleeve currently known as the "T" service. The enhanced bus service would include £187,200 for a 2 hour extension of bus service split equally over 5 years and £700,000 for an increase from an hourly to a half hourly service split equally over 5 years. Additionally, there is a bus stop shown immediately opposite the site, indicated on the site layout drawing.

Parking, Cycling and Connectivity

8.93 The application would provide some 102 parking spaces including 21 disabled user bays and 13 parking bays with electric vehicle (EV) charging provision and 13 motorcycle spaces. The GCC approach under guidance in Manual for Gloucestershire Streets is that Commercial operators should have a good understanding of the needs of their business and will determine how land under their control could be managed. Car parking need is a subjective matter particularly in the mind of neighbours; the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision.

8.94 In this case there is no identified end user and the Transport consultant has provided evidence of parking accumulation based on TRICS. For B2 this gives a peak parking accumulation of 65 spaces. For the B8 use this results in some 82 spaces.

8.95 County Highways Officers have also undertaken an independent TRICS assessment and based on arrival and departure information the provision of 102 parking spaces, based on average data would be adequate.

8.96 It is also important, in the interests of encouraging less single vehicle car trips and achieving carbon net zero targets, that there is not an over provision of parking.

8.97 Pedestrian and cycle access is provided from both the existing footpath from the south, Stoke Road; and a new route to the east connecting to the proposed Retail development (by others) and residential beyond.

- 8.98** Running parallel with main estate road would be a dedicated pedestrian / cycle route through the site to the building entrances. To further promote cycle access to the site, secure cycle parking is proposed to each employment unit. The number of secure cycle spaces would be relative to the size of the unit. Cycle parking will comprise a mix of 'Sheffield hoop' type bicycle stands and secure cycle lock up. To further promote 'active travel' Cycle storage facilities have been shown indicatively and the precise details of these, their location with staff shower and locker facilities for each unit would be required, this can be conditioned.
- 8.99** Gloucestershire County Council, as Local Highway Authority (LHA) have assessed the proposed development in terms of location, access, highway impact and the LHA conclude that, based on the analysis of the information submitted, there would not be an unacceptable impact on highway safety or a severe impact on congestion and therefore there are no justifiable grounds on which an objection could be maintained.
- 8.100** The Highway Authority has not objected to the proposals and as such the scheme is considered acceptable with regards to highway safety considerations and complies with Policy INF1 of the JCS.

Drainage and flood risk

- 8.101** Policy INF2 of the JCS seeks to minimise the risk of flooding from development and to provide resilience to flooding. ENV2 of the TBLP outlines a series of principles in order to avoid and manage the risk of flooding to and from new development.
- 8.102** The proposed development is located in Flood Zone 1 and at very low risk of flooding, which means that the site has a chance of flooding of less than 0.1% each year. The GOV.UK Surface Water Flood shows risk of surface water flooding on site to be very low, less than 0.1% chance of flooding each year.
- 8.103** The application is accompanied by a Flood Risk and Drainage Strategy (Water Management Statement) prepared by Hydrock dated 20/09/2023.
- 8.104** SUDS features would be incorporated into the drainage design, in the form of above ground pond/basin, vortex separators and petrol interceptors to ensure the effective capture, retention and treatment of hydrocarbons, silt, and metals. The surface water drainage would be designed for the 1 in 100-year, 6 hour rainfall event plus 40% allowance for climate change. The site is located within a larger 13.56-hectare site (18/00249/OUT) which was previously assessed for both surface water and foul water discharge and benefits from existing foul and surface water connections and attenuation storage in the form of a pond.
- 8.105** The Lead Local Flood Authority have reviewed the proposal and agree with the findings of the Drainage Strategy and have no objection to the proposed drainage design. A compliance condition will be added to ensure the drainage proposals are carried out in accordance with the details presented in the Drainage Strategy.
- 8.106** In relation to foul water drainage, It is proposed to discharge the foul water drainage to the existing foul laterals located along the northern boundary of the site. The foul flows from the Site have already been accounted for and a Foul Drainage Analysis was carried out as part of the residential development.
- 8.107** Severn Trent have reviewed the proposal and are happy to accept the foul sewage from

this development, as it has been accommodated within the S104. They have made it clear that the applicant would still need to submit a S106 indirect sewer connection application.

- 8.108** In light of the above, it is considered that the site is at a low risk of flooding and would not increase the risk of flooding to third parties. A compliance condition would be added to ensure the development is carried out in accordance with the approved details.

Biodiversity

- 8.109** The NPPF sets out, inter alia, that when determining planning applications, Local Planning Authorities should aim to conserve and enhance biodiversity by encouraging opportunities to incorporate biodiversity in and around developments, especially where this can secure measurable gains for biodiversity. Policy SD9 of the JCS seeks to protect and, wherever possible enhance biodiversity, including wildlife and habitats. Policy NAT1 of the TBLP states that development proposals that will conserve, and where possible restore and/or enhance, biodiversity will be permitted.
- 8.110** The application is supported by an Ecological Impact Assessment and Biodiversity Assessment (HarrisLamb Property Consultancy, September 2023). The ecology reports show that habitats on site include modified grassland (former cereal crop) and associated hedgerows and fences. The site has been identified as having limited habitat suitable for common reptile species, limited to boundary hedgerows which lack connectivity to the wider landscape. The mature trees within the hedgerows were assessed for their bat roosting potential. T5 is considered to have low bat roost potential and T4 was assessed as having moderate bat roost potential. It is understood that the trees are outside of the client ownership and are to be retained. No evidence of badgers including setts and latrines was observed in the site. Other protected or notable species were ruled out for assessment due to unsuitable habitats on site.
- 8.111** A number of mitigation measures have been put forward including a Reasonable Avoidance Measures (RAMs) for reptiles and amphibians. The Council's Ecologist has reviewed the submitted ecological information and has no objection with the information provided subject to further ecological information being provided by condition in relation to a Construction Environmental Management Plan (CEMP), Ecological Mitigation and Enhancement Plan and a Landscape and Ecological Management Plan (LEMP).
- 8.112** In relation to Biodiversity Net Gain (BNG), the applicant proposes to enter into an agreement with the Environment Bank to secure 1.38 BNG off site units to offset the residual biodiversity impact of the site as per the BNG metric submitted (0.87 units) plus the 10% net gain target in line Policy NAT1 (0.51 units).
- 8.113** The applicant would pay a fee to secure the units and a draft copy of the terms and conditions has been provided. The Environment Bank have confirmed that they are in discussions with the applicant to secure these units.
- 8.114** Given this is an agreement with a third party (outside TBC), the securing of the offsite BNG provision would be secured outside of a S106 and therefore a condition would be attached to any decision notice to ensure the delivery of the units. The condition would require the applicant to provide evidence which should include a management and monitoring plan that specifies how the habitat units would be created, managed and monitored for the 30 year period and financial arrangements that support the agreement. The condition would require the information to be submitted prior to the commencement of any work on site.

- 8.115** The Council's Ecologist has reviewed the BNG Metric, the information provided by the Environment Bank and provided input into the wording of the condition to ensure the BNG off site provision is provided.
- 8.116** Overall, and subject to the imposition of conditions to secure ecological mitigation strategies and BNG offsite provision, it is considered that the proposed development is acceptable in terms of ecological and biodiversity matters and is in accordance with development plan policies and the NPPF.

Minerals and Waste

- 8.117** One of the key sustainable development objectives of the NPPF is the prudent use of natural resources, including minimising waste and pollution. The NPPF also advises on the sustainable use of minerals and resources and states that policies as far as practicable should take account of the contribution that substitute or secondary and recycled materials and minerals would make to the supply of materials, before considering extraction of primary materials. It further confirms that locations of specific minerals resources of local and national significance should be safeguarded, and development avoided in such areas. Policy SD3 of the JCS, Policy WCS2 of the Gloucestershire Waste Core Strategy (GWCS) and Policy MS01 of the Minerals Local Plan for Gloucestershire (MLPG) accord with these objectives.
- 8.118** The application was originally supported by a Waste Management Statement (WMS) prepared by ESC dated 02/10/2023. The WMS has been reviewed by officers of Gloucestershire County Council Strategic Infrastructure (Minerals and Waste) Team in their capacity as Mineral and Waste Planning Authority (MWPA). The MWPA acknowledged the details submitted and requested further information in relation to the use of secondary and / or recycled aggregate in the proposed development's design and construction.
- 8.119** Following these comments an updated WMS was provided, dated 08/01/2024, which is now considered to be acceptable in principle. MWPA have requested a number of conditions to ensure a detailed site waste management plan and details on the provision of management and recycling of waste are provided. Details should also be provided in relation to waste tonnages.
- 8.120** Conditions would be attached to any permission to ensure the matter is afforded appropriate consideration accordingly.

Energy and Sustainability

- 8.121** The NPPF at section 14 deals with meeting the challenge of climate change, flooding and Coastal change seeking development which increases the use and supply of renewable and low carbon energy. Policy INF5 of the JCS supports proposals where they are designed to produce net energy savings. JCS policy SD3 requires development proposals to demonstrate how development contributes to sustainability by energy efficiency and adaptable for climate change.
- 8.122** The application is accompanied by an Energy Statement prepared by ESC dated 20/09/2023. The proposed scheme will seek to provide a sustainable building primarily through the implementation of the requirements of Approved Document Part L1A & L2A of the Building Regulations (2021). These most recent Building Regulations require a high level of thermal insulation and low air permeability to create an intrinsically low energy

building thermal envelope.

8.123 The development is located within Bishops Cleeve, and as such is in proximity to public transport nodes, existing bus routes as well as a range of primary local amenities. These features allow for the reduction of car-based travel and transport related pollution.

8.124 The incorporation of these sustainability measures along with the provision of EV charging points and cycle stores allow for the proposed development to be deemed sustainable whilst targeting compliance with local and national policy.

Section 106

8.125 JCS Policy INF6 relates directly to infrastructure delivery and states that any infrastructure requirements generated as a result of individual site proposals and/or having regard to the cumulative impacts, should be served and supported by adequate and appropriate on/off-site infrastructure and services. The Local Planning Authority will seek to secure appropriate infrastructure, which is necessary, directly related, and fairly and reasonably related to the scale and kind of the development proposal. Policy INF4 of the JCS requires appropriate social and community infrastructure to be delivered where development creates a need for it. JCS Policy INF7 states the arrangements for direct implementation or financial contributions towards the provision of infrastructure and services should be negotiated with developers before the grant of planning permission. Financial contributions will be sought through S106 mechanisms as appropriate.

8.126 Requests have been made by consultees to secure the following contributions via S106 obligations:

- Weight Limit Order - £10,000
- ANPR Camera, maintenance and support - £28,000
- Travel Plan Contribution - £5,000

8.127 There is currently no signed agreement to secure these contribution requests, but they are capable of being resolved through the signing of an appropriate planning obligation and legal agreement. Final details of the S106 would be agreed and signed prior the decision being issued. The applicant has confirmed that they are agreeable to the contributions as set out above.

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 application site is allocated for industrial development as identified within Policy EMP1 of the TBP and as shown on the adopted policy map. The proposed use is in keeping with those identified in Policy EMP1 and therefore as a starting point, the principle of development is acceptable.

Benefits

- 9.3** The benefits of the proposal relate to, amongst others, the provision of 11,421sqm GEA across 7 units contributing to the provision of appropriately sized buildings for occupiers seeking larger premises, creation of 70-80 jobs (through occupation and not through construction) and investment.
- 9.4** The proposal would also provide significant new boundary and tree planting and provide 1.38 BNG units to be provided off site.
- 9.5** The location of the buildings within the settlement boundary of Bishops Cleeve would provide jobs in the local area enabling people to work and live in the area in sustainable manner.

Harms

- 9.6** The proposed units are large in scale and overall the landscape and visual effects of the proposed development are considered to be Minor Neutral. The implementation and ongoing maintenance of the landscape strategy would provide an important element of mitigation, which would help to soften and assimilate the development into the local landscape, thereby minimising the residual effects of the proposals.
- 9.7** The application site is bound by residential development to the north of the site and there is one residential dwelling to the west of the site. However, suitable mitigation measures are provided by way of acoustic barriers and further noise mitigation measures to be secured via condition.
- 9.8** In light of the proposed mitigation, the harm is therefore very limited.

Neutral

- 9.9** It has been established through the submission documents that subject to the imposition of appropriate planning conditions, the development would not give rise to unacceptable impacts in terms of, design, highway safety, ecology, residential amenity and archaeology.

Overall Conclusion

- 9.10** As set out within Paragraph 8 of the NPPF, the planning system has three overarching objectives, economic, social and environmental:

“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural

resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

Paragraph 85 of the NPPF requires planning decisions to help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Therefore in light of 70-80 jobs being created, the site is on allocated employment land, is within the settlement boundary of Bishops Cleeve and given significant weight should be attributed to the need to support economic growth in accordance with paragraph 85 of the NPPF, on planning balance, Planning Officers consider the proposed scheme to be of an acceptable scale in accordance with Policy SD1 of the JCS, Policy EMP1 and EMP5 of the TBP and paragraph 85 of the NPPF 2023.

For these reasons officers recommend that authority be delegated to the Associate Director of Planning to **PERMIT** the application subject to appropriate conditions and planning obligations

10. Recommendation

10.1 It is recommended:

- A. That the Associate Director of Planning is given delegated authority to **GRANT planning permission** subject to the conditions set out below, and any additional or amended conditions, and subject to completion of S106 legal agreements securing the requirements specified in the S106 Obligations section of the report subject to any amendments arising from ongoing discussions. Where the S106 agreements have not been concluded prior to the Committee, a period not exceeding twelve weeks after the date of the Committee shall be set for the completion of the obligations.
- B. In the event that the agreement has not been concluded within the twelve-week period and where, in the opinion of the Associate Director of Planning, there are no extenuating circumstances which would justify a further extension of time, the Associate Director of Planning is given Delegated Authority to REFUSE planning permission for the following reason on the basis that the necessary criteria essential to make what would otherwise be unacceptable development acceptable have not been forthcoming:

1. “The applicant has failed to agree to planning obligations to secure the necessary infrastructure contributions and affordable housing contrary to JCS Policies SD12, INF4, INF6 and INF7.”

11. Conditions

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

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

2 The development hereby permitted shall be carried out in accordance with the following approved drawing numbers./documents except where these may be modified by any other conditions attached to this permission:

- Site Location Plan PA-01
- Existing Site Plan PA-02
- Proposed Site Access Plan PA-03
- Opportunities and Constraints PA-04 Rev B
- Proposed Site Plan PA-05 Rev D
- Green Infrastructure Plan PA-06 Rev D
- Unit 1 Plans as Proposed PA-07 Rev A
- Unit 1 Sections and Elevations as Proposed PA-08 Rev A
- Unit 2 Plans, Sections and Elevations as proposed PA-09 Rev A
- Unit 3 Plans, Sections and Elevations as proposed PA-10
- Unit 4 Plans, Sections and Elevations as proposed PA-11
- Unit 5 Plans, Sections and Elevations as proposed PA-12
- Unit 6 Plans as Proposed PA-13 Rev A
- Unit 6 Section and Elevations as Proposed PA-14 Rev A
- Unit 7 Plans, Section and Elevations as Proposed PA-15
- Site Boundary Treatment Plan PA-16 Rev D
- 2245-21-01-S5 Rev 05 - Proposed Landscape Concept
- 2245-21-02-S5 Rev 03 - Illustrative Boundary Sections
- Design and Access Statement Rev A dated 19/02/2024
- LVIA 2245-22-RP03 Rev B dated 27/02/2024

Reason: For the avoidance of doubt and in the interests of proper planning.

3 No work shall start on the construction of any building hereby approved until details of the floor slab levels of each building, relative to each existing building on the boundary of the application site have been submitted to and approved in writing by the Local Planning Authority. Thereafter the new buildings shall be constructed at the approved floor slab levels.

Reason: To protect the amenity of neighbouring properties and to ensure that the proposed development does not have an adverse effect on the character and appearance of the area.

4 No development shall take place until there has been submitted to and approved by the Local Planning Authority in writing, a comprehensive scheme of landscaping, which shall include 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 of landscaping shall include phasing details. Details in relation to hard landscaping shall also be provided including all hard surfacing materials. The approved details shall be installed prior to the occupation of the each building as set out within the landscaping phasing plan.

Reason: In the interests of visual amenity.

5 All planting, seeding, or turfing in the approved details of landscaping for the employment development shall be carried out in accordance with the phasing details in Condition 5. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority

gives written consent to any variation.

Reason: In the interests of visual amenity.

- 6** The development hereby permitted shall not be commenced within 5 metres of the root protection zone of any tree on site until all tree protection measures have been put in place as set out in the approved Tree Protection & Method Statement as detailed within the Tree Survey and Arboricultural Impact Assessment prepared by Westside Forestry Ltd dated September 2023.

Reason: In the interests of visual amenity

- 7** The refuse storage facilities for each building shown on the approved plans shall be implemented prior to the first occupation of the building hereby permitted and shall be retained thereafter for refuse storage.

Reason - To ensure adequate refuse storage facilities are incorporated in the development.

- 8** No building hereby permitted shall be occupied until the surface water drainage scheme for the entire site has been completed in accordance with the details as set out in the approved Flood Risk and Drainage Strategy (Water Management Statement) prepared by Hydrock dated 20/09/2023 reference 21-8316-FRA issue 2. The drainage scheme shall be managed and maintained thereafter in accordance with the approved management and maintenance plan submitted with the application.

Reason: To ensure development would not result in unacceptable risk of pollution or harm to the environment and to ensure the proposed development does not exacerbate flood risk and deals with surface water run-off from the site in a sustainable manner.

- 9** During the construction phase (including demolition and preparatory groundworks), no machinery shall be operated, no process shall be carried out and no deliveries shall be taken at or dispatched from the site outside the following times:
- Monday-Friday 8.00 am-6.00pm,
 - Saturday 8.00 am-1.00 pm
 - nor at any time on Sundays, Bank or Public Holidays.

Reason: To protect the noise climate and amenity of local residents

- 10** Prior to the commencement of any development within a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include (but is not limited to):
- a. Site access/egress
 - b. Staff/contractor facilities and travel arrangements
 - c. Dust mitigation
 - d. Noise and vibration mitigation (Including whether piling or power floating is required. White noise sounders will be required for plant operating onsite to minimise noise when in operation/moving/ reversing)
 - e. Mitigation of the impacts of lighting proposed for the construction phase
 - f. Measures for controlling leaks and spillages, managing silt and pollutants
 - g. Plans for the disposal and recycling of waste including details of waste tonnages.

Development shall take place only in accordance with the approved CEMP.

Reason: To protect existing and proposed properties from the impacts of short term exposure to noise, vibration, light and dust nuisance.

- 11** No unit hereby approved shall come into use until the Acoustic Barriers as detailed on the Boundary Treatment Plan 2119/PA/16 Rev D and as shown with the Groovy Reflective Acoustic Barrier document prepared by Hales dated 20/04/2023 have been installed on site. The acoustic barriers should be retained for the lifetime of the development.

Reason: To protect the amenity of local residents.

- 12** Refrigeration units on lorries and associated trailers are to be switched off when stationary on the site (All units) during any period between 23:00-07:00.

Reason: To protect the short term noise climate and amenity of local residents.

- 13** The number of deliveries to Unit 1 shall be restricted to one delivery during any 23:00 – 07:00 period. The number of deliveries to Unit 2 shall be restricted to two deliveries during any 23:00 – 07:00 period.

Reason: To protect the amenity of local residents.

- 14** Any vehicles (Inc HGVs and Forklifts) operating on site which require a reversing sounder shall use a white noise reversing sounder. Vehicles which do not utilise a white noise sounder shall use a banksman instead of any sounder.

Reason: To protect the amenity of local residents.

- 15** All units shall keep all doors, windows and shutters closed between any 23:00-07:00 period. Except to allow access, egress, loading and unloading.

Reason: To protect the amenity of local residents.

- 16** If, during the course of development, any contamination is found which has not been identified in the site investigation, measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved measures.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 17** The industrial units hereby permitted shall be used for Use Class B2 (General Industrial), Use Class B8 (Storage and Distribution), Use Class E(g)(iii) (Industrial Processes) and for no other purpose (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).

Each unit shall provide ancillary office space as shown on the approved floor plans.

Reason: The local planning authority wish to control the specific use of the land/premises, in the interest of local amenity.

- 18** No part of the development shall be occupied until the access roads, active travel routes, parking areas, turning and loading areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 19** No part of the development shall be occupied until visibility splays from the site of 2.4m x 92.3m to the west and 2.4m x 120m to the east have been provided and shall be retained for no other purpose for the life of the development. No structure or vegetation greater than 600mm shall be placed within the visibility splays.

Reason: In the interests of highway safety.

- 20** The Development hereby approved shall not be brought into use until the applicant has submitted a Travel Plan in writing to the Local Planning Authority that promotes sustainable forms of travel to the development site and this has been approved in writing by the Local Planning Authority. Parking around the site from vehicles associated within the development will be monitored and a plan for mitigation implemented. The submitted details shall use Modeshift STARS Business to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details

Reason: To reduce vehicle movements and promote sustainable access.

- 21** No part of the development shall be occupied until a HGV Management Plan including (acceptable routing for large vehicles accessing the site and signage) has been submitted and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the HGV Management Plan has been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 22** No building shall be occupied until the loading, unloading and manoeuvring areas for that building have been provided in accordance with the details provided on the approved plans under condition 2. These areas shall be kept clear of all obstructions and retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 1

- 23** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 1 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 24** Before the first use/occupation of building 1, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 25** No below or above ground development shall commence for building 1 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 26** Prior to the occupation of building 1 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 1 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 the occupation of building 1 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 27** Any external lighting/floodlighting installed on the site in relation to building 1 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 28** Building 1 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 1 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 29** Building 1 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 1 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 30** Prior to the occupation of building 1, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 2

- 31** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 2 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 32** Before the first use/occupation of building 2, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 33** No below or above ground development shall commence for building 2 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 34** Prior to the occupation of building 2 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 2 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 the occupation of building 2 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 35** Any external lighting/floodlighting installed on the site in relation to building 2 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 36** Building 2 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 2 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 37** Building 2 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 2 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 38** Prior to the occupation of building 2, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 3

- 39** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 3 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 40** Before the first use/occupation of building 3, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 41** No below or above ground development shall commence for building 3 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 42** Prior to the occupation of building 3 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 3 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 the occupation of

building 2 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 43** Any external lighting/floodlighting installed on the site in relation to building 3 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 44** Building 3 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 3 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 45** Building 3 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 3 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 46** Prior to the occupation of building 3, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 4

- 47** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 4 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 48** Before the first use/occupation of building 4, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 49** No below or above ground development shall commence for building 4 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 50** Prior to the occupation of building 4 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 4 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 the occupation of building 4 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 51** Any external lighting/floodlighting installed on the site in relation to building 4 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 52** Building 4 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 4 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 53** Building 4 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 4 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 54** Prior to the occupation of building 4, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 5

- 55** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 5 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 56** Before the first use/occupation of building 5, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 57** No below or above ground development shall commence for building 5 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 58** Prior to the occupation of building 5 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 5 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 the occupation of building 5 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 59** Any external lighting/floodlighting installed on the site in relation to building 5 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 60** Building 5 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 5 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 61** Building 5 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 5 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 62** Prior to the occupation of building 5, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 6

- 63** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 6 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

- 64** Before the first use/occupation of building 6, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

- 65** No below or above ground development shall commence for building 6 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

- 66** Prior to the occupation of building 6 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 6 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 the occupation of

building 2 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

- 67** Any external lighting/floodlighting installed on the site in relation to building 6 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 68** Building 6 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 6 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 69** Building 6 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 6 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 70** Prior to the occupation of building 6, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

Building 7

- 71** No work above floor plate level shall be carried out until samples of all external materials proposed to be used on building 7 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that materials are in keeping with the surrounding area and to provide for high quality design.

72 Before the first use/occupation of building 7, details of any external plant, including ventilations facilities, air conditioning equipment and their noise generation levels, and any noise attenuation measures shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the cumulative assessment level (excess of rating level over background level (LA90) level of sound emitted from any fixed plant or machinery associated with the development shall not exceed 0dBA. All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. Only external plant in accordance with the approved details shall be provided on the site.

Reason: To ensure there is no detrimental noise effects upon the amenities of the area or nearby properties.

73 No below or above ground development shall commence for building 7 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 & 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

74 Prior to the occupation of building 7 full details of the provision made for facilitating the management and recycling of waste generated during the occupation of building 7 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 the occupation of building 2 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 unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

75 Any external lighting/floodlighting installed on the site in relation to building 7 shall be in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme proposed shall comply with the parameters of Environmental Zone of the Institute of Lighting Engineers Guidance Notes for the Reduction of Intrusive Light.

Reason: To ensure the proposed development does not have an adverse effect on the character and appearance of the area.

- 76** Building 7 shall not be occupied until details of the cycle storage, shower and locker facilities have been submitted to and approved in writing by the Local Planning authority. No part of building 7 shall be occupied until the cycle storage, shower and locker facilities areas have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 77** Building 7 shall not be occupied until details of the secure powered two wheeler storage and parking areas (including details of secure ground anchor points) have been submitted to and approved in writing by the Local Planning authority. Building 2 shall not be occupied until the Powered two wheeler storage and parking areas for each building have been provided in accordance with the approved details and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

- 78** Prior to the occupation of building 7, details of an on-site Parking Management Plan shall be submitted to and approved in writing by the Local Planning authority for that building. Details within the approved Parking Management Plan must be implemented prior to occupation and shall be retained for no other purpose for the life of the development.

Reason: In the interests of highway safety.

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** For the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of our current guidance notes and application form from either our website (www.stwater.co.uk) or by contact our Development Services Team (Tel: 0800 707 6600).

Traffic Regulation Order (TRO)

- 3** You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to scale of an indicative scheme for a TRO, along with timescales for statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable

it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.

The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

Highway to be adopted

- 4 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. The drawings approved by this application are considered indicative only and will be subject to change in the process of gaining a technical approval. 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:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- 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.

Impact on the highway network during construction

- 5 The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at

Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway,

Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

No Drainage to Discharge to Highway

- 6 Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Protection of Visibility Splays

- 7 The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Travel Plan

- 8 The proposed development will require a Travel Plan as part of the transport mitigation package (together with a Monitoring Fee and Default Payment) and the Applicant/Developer is required to enter into a legally binding Planning Obligation Agreement with the County Council to secure the Travel Plan.

Gloucestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils website. As part of this process the applicant must register for Modeshift STARS and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored.

Modeshift STARS Business is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at www.modeshiftstars.org

Construction Management Plan (CMP)

- 9 It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says:
Constructors should give utmost consideration to their impact on neighbours and the public
- Informing, respecting and showing courtesy to those affected by the work;
 - Minimising the impact of deliveries, parking and work on the public highway;
 - Contributing to and supporting the local community and economy; and
 - Working to create a positive and enduring impression, and promoting the Code.

The CMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information

shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

Extraordinary Maintenance

- 10** The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.

Before any work is commenced upon the development hereby approved representatives of Gloucestershire County Council, as the Highway Authority and the applicant, shall carry out a joint road survey/inspection on the roads leading to this site. Any highlighted defects shall be rectified to the specification and satisfaction of the Highway Authority before work is commenced on the development hereby approved. A further joint survey/inspection shall be undertaken following completion of development hereby approved and any necessary remedial works shall be completed to the specification and satisfaction of the Highway Authority within 1 month or other agreed timescale.