

GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	3 rd November 2020
Address/Location:	Land To The South Of Rudloe Drive Kingsway Quedgeley Gloucester
Application No:	20/00359/REM
Ward:	Kingsway
Expiry Date:	01.08.2020
Applicant:	Vistry Cotswolds
Proposal:	Reserved matters application for approval of Access, Appearance, Landscaping, Layout and Scale following outline planning permission reference : 17/01199/OUT , for the erection of 80 dwellings and infrastructure. Vehicular and pedestrian access to Rudloe Drive .
Report by:	Ron Moss
Appendices:	1.Site location 2. Site layout plan

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located to the south of Rudloe Drive and has a boundary to the south with residential properties in Naas Lane. The northern boundary runs along the highway edge to Rudloe Drive with open, undeveloped land opposite. Adjacent to the western boundary is the recently built medical centre, while to the immediate east is a newly constructed residential development separated from the application site by a swale and footpath. The site has a fall of around 1m from the north western to the south eastern corner. The site includes trees subject to a tree preservation order, two groups of oak trees, a group of 3 Hungarian oaks and a group of 3 English oaks as well as the stand alone Walnut tree. There is also an Ash suffering from Ash dieback to the west.
- 1.2 The application site forms part of the wider overall former RAF Quedgeley site. The former RAF site comprises two areas of land located on the west and east side of the A38 to the south of the main urban centre of Gloucester.
- 1.3 Outline planning permission for the redevelopment of the site was granted by the Secretary of State on the 26th June 2003 following a public inquiry in September and October 2001. The permission was for a mixed-use development including residential (2650 dwellings), employment uses (B1 and B8) on 20 hectares of land, two primary schools, a local centre, roads, footpaths, cycleways and public open space.
- 1.4 A further outline planning permission was granted by the Secretary of State for additional residential development including a primary school, roads, footpaths and cycleways, and public open space (providing an additional 650 dwellings to the total approved under the earlier outline planning permission to make an overall total of 3,300 dwellings) in 2007. A further permission was the granted under reference 13/00585/OUT to renew the outline

permission in relation to the employment land.

- 1.5 The land currently permitted for employment uses is located to the south western end of the wider RAF Quedgeley development site adjacent to the A38, to the rear of existing residential properties in Naas Lane, and includes the current application site.
- 1.6 Outline planning permission reference 17/01199/OUT for the application site area was granted on 6th September 2019 for residential development (up to 80 dwellings), associated infrastructure, ancillary facilities, open space and landscaping. Construction of vehicular and pedestrian accesses from Rudloe Drive. (All matters reserved). This outline application had an accompanying s106 Legal Agreement for the provision of a local area of play (LAP) , affordable housing and an open space contribution of £50k towards the cost of improvement of open space within the vicinity of the site .
- 1.7 This current application a reserved matters application for 80 dwellings and infrastructure with all matters of Appearance, Landscaping, Layout, Scale and Access for consideration.
- 1.8 The development would comprise of 80 dwellings that are predominantly 2 storeys in height with some 2 ½ storey dwellings proposed along Rudloe Drive and within the site. Overall, originally shown were 2 x 1 bedroom flat, 9 x 2 bedroomed flats, 34 x 3 bedroomed houses and 35 x 4 bedroomed dwellings. Of these units the affordable housing would constitute 2 x 1 bedroomed flats, 7 x 2 bedroomed flats, 6 x 3 bedroomed houses and 1 x 4 bedroomed house. The scheme has now been revised to show an overall mix of 3 x one bedroom, 8 x two bedroom, 30 x 3 bedroom and 39 x 4 bedroom , with the affordable content being 3 x one bedroom , 6 x two bedroom , 6 x three bedroom and 1 x four bedroom.
- 1.9 The proposal would be served from 2 access points onto Rudloe Drive. Firstly from an extension to the existing access spur to the west and secondly from an existing bell mouth constructed to serve the site from the east. The western access would serve a single roadway ending in a cul de sac , while the eastern access would serve two roadways ending in separate cul de sacs . A pedestrian routeway is then shown linking the two road systems. There are three sets of trees that the scheme would retain as focal points, two groups of three oaks and a walnut tree. A Local Area of Play (LAP) is shown in the open area by the Walnut tree. An Ash subject to dieback would be removed. It should be noted that the SuDs drainage system for this site was built an earlier date as part of the broader site drainage strategy and is located outside of the site.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
00/00749/OUT	Application for Outline Planning Permission: Proposed residential development (2650 dwellings), employment development (20 hectares) and associated infrastructure, open space and community facilities.	GOP	26.06.2003
00/00750/OUT	DUPLICATE Application for Outline Planning Permission: Proposed residential development (2650 dwellings),	NDT	05.02.2001

	employment development (20 hectares) and associated infrastructure, open space and community facilities.		
13/00118/REM	Construction of new access road off the Naas Lane Link Road to provide access into the proposed employment area within Framework Plan 5.	AR	19.04.2013
13/00585/OUT	Renewal of outline planning permission for the re-development of the former RAF Quedgeley site (00/00749/OUT) granted 26th June 2003 in relation to the employment area (20 hectares) on Framework Plan 5.	G3Y	03.11.2014
16/00604/REM	Construction of new access road and associated drainage and services, from Rudloe Drive within Framework Plan 5 (Access road 1)	AR	16.01.2017
17/01199/OUT	Outline application for residential development (up to 80 dwellings), associated infrastructure, ancillary facilities, open space and landscaping. Construction of vehicular and pedestrian accesses from Rudloe Drive. (All matters reserved) (Framework Plan 5 Area FP5)	GOP	06.09.2019
19/01107/CON DIT	Discharge of Condition 13 (Investigation and Risk Assessment) and Condition 14 (Remediation) of Planning Permission 17/01199/OUT relating to the erection of up to 80 dwellings.	ALDIS	23.03.2020
20/00045/CON DIT	Discharge of Condition 15 (remediation verification report) of outline planning permission 17/01199/OUT for the erection of up to 80 dwellings.	ALDIS	26.03.2020
20/00368/OUT	Residential development (up to 150 dwellings), associated infrastructure, ancillary facilities, open space and landscaping. Outline application with all matters reserved. Framework Plan 5 FP5	Note : Site located directly to the north of application site . To be determined	
15/00112/REM	Erection of 2 buildings for B1 (light industrial) & B8 (storage and distribution) use with associated access road, parking and landscaping.	AR	29.01.2016
19/01107/CON DIT	Discharge of Condition 13 (Investigation and Risk Assessment) and Condition 14 (Remediation) of Planning Permission 17/01199/OUT relating to the erection of up to 80 dwellings.	ALDIS	23.03.2020
20/00045/CON DIT	Discharge of Condition 15 (remediation verification report) of outline planning permission 17/01199/OUT for the erection of up to 80 dwellings.	ALDIS	26.03.2020

20/00366/CON DIT	Submission of Details in relation to Conditions 8 - Fire Hydrants, 9 - Construction Method Statement , 10 - Future Management and Maintenance of Streets , 17 - Surface Water Disposal , 20 - Tree and Hedgerow Protection and 23 - Cotswold Beechwood recreational pressure mitigation on Planning Permission ref: 17/0119/OUT for Residential Development and Associated Infrastructure	To be determined	
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3.0 RELEVANT PLANNING HISTORY

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

3.2 National guidance

National Planning Policy Framework (NPPF) and Planning Practice Guidance

3.3 Development Plan

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

Relevant policies from the JCS include:

- SP1 - The need for new development
- SP2 – Distribution of new development
- SD3 – Sustainable design and construction
- SD4 – Design requirements
- SD6 – Landscape
- SD9 – Biodiversity and geodiversity
- SD10 – Residential development
- SD11 – Housing mix and standards
- SD12 – Affordable housing
- SD14 – Health and environmental quality
- INF1 –Transport network
- INF2 – Flood risk management
- INF3 – Green Infrastructure
- INF4 – Social and community Infrastructure
- INF6–Infrastructure delivery
- INF7 – Developer contributions

3.4 City of Gloucester Local Plan (Adopted 14 September 1983)

The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. Paragraph 215 of the NPPF states that '*... due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.*' The majority of the policies in the 1983 Local Plan are out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy. None of the saved policies are relevant to the consideration of this application.

3.5 Emerging Development Plan

Gloucester City Plan

The Gloucester City Plan (“City Plan”) will deliver the JCS at the local level and provide policies addressing local issues and opportunities in the City. The Pre-Submission version of the Gloucester City Plan (City Plan) was approved for publication and submission at the Council meeting held on 26 September 2019. On the basis of the stage of preparation that the plan has reached, and the consistency of its policies with the NPPF, the emerging policies of the plan can be afforded limited to moderate weight in accordance with paragraph 48 of the NPPF, subject to the extent to which there are unresolved objections to each individual policy (the less significant the unresolved objections, the greater the weight that may be given).

Relevant policies from the emerging Gloucester City Plan include:

- A1 – Effective and efficient use of land and buildings
- A2 – Affordable housing
- A6 – Accessible and adaptable homes
- C1 – Active design and accessibility
- E2 – Biodiversity and geodiversity
- E5 – Green infrastructure: Building with nature
- E6 – Flooding, sustainable drainage, and wastewater
- E8 – Development affecting Cotswold Beechwoods Special Area of Conservation
- F1 – Materials and finishes
- F2 – Landscape and planting
- F3 – Community safety
- F6 – Nationally described space standards
- G1 – Sustainable transport
- G2 – Charging infrastructure for electric vehicles

3.6 Other Planning Policy Documents

Gloucester Local Plan, Second Stage Deposit 2002

Regard is also had to the 2002 Revised Deposit Draft Local Plan. This has been subjected to two comprehensive periods of public and stakeholder consultation and adopted by the Council for development control purposes. The following “day-to-day” development management policies, which are not of a strategic nature and broadly accord with the policies contained in the NPPF, should be given some weight:

- OS.2 – Public Open Space Standard for New Residential Development
- OS.3 – New housing and open space
- OS.7 – New areas of Public open space

3.7

All policies can be viewed at the relevant website address:- national policies:

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

Gloucester City policies:

<http://www.gloucester.gov.uk/resident/planning-and-building-control/planning->

4.0 CONSULTATIONS

4.1 Highway Authority

The proposed accesses, design of highways and estate layout, including visibility splays and turning heads are considered acceptable. The layout of the site is a series of no through roads, terminating in cul-de-sacs, which would ensure that speeds are kept low. Carriage ways and footway widths are shown to standard and would be more generous in places. The junctions internally and with Rudloe Drive would all function satisfactorily. The parking is shown provided off – street and to an adequate standard.

There is no objection to the proposal subject to conditions to provide electric charging points, full details of the defined highway works, a construction management plan and requiring the access and car parking provision to be in place before occupation of the units. An Informative note in relation to the process for the Highway Authority to adopt the roadways along with a recommendation that the contractors register with the Considerate Constructors scheme.

4.2 Landscape Adviser

Original comments

The general layout has changed from the layout shown on the Illustrative Masterplan that accompanied the outline planning application. This has resulted in the removal of a pedestrian route running along the southern boundary of the site, which is disappointing. The Masterplan also indicated over 100 street trees, while the current layout only shows around 50. To be considered acceptable additional street trees need to be shown provided, along with a network of open space incorporating a public footpath. The southern boundary of the site should be visually softened with native shrub planting.

Revised comments

The increase in street trees is an improvement as is the proposed planting along the southern boundary.

4.3 Tree Officer

Original comments

Plots 11 and 12 and their associated parking spaces are proposed too close to trees T4, T5 and T6. Trees T4, T5 and T6 are Hungarian Oaks, which grow quite large. The footprints are shown up to the root protection area (rpa) of these trees and fencing off the trees during development would be difficult. Post development there would be pressure to prune /remove because of shading, falling leaves and anxiety that trees in close proximity cause some people. Would like to see more tree planting along the southern boundary with the Naas Lane properties, but do recognise that there is a sewer easement here. Two parking spaces for plot 73 are shown under the canopy/within the rpa of trees T1, T2, and T3 and need to be removed. The LAP should be moved away from the rpa of tree T7. T8 is an ash tree and its long term prospective is not good due to ash dieback. Its loss is acceptable.

Revised comments

The revised proposal overcomes the majority of the above concerns, however, plots 11 and 12 are still shown too close to the trees.

4.7 **Environmental Adviser (noise)**

The submitted noise impact has been reviewed. The report indicates that in order to achieve suitable internal noise levels as per BS8233:2014 mitigation is required in the form of uprated glazing and acoustic ventilation where properties overlook Rudloe Drive. Any approval should be subject to a condition to comply with the mitigation measures in section 7 of the noise report.

4.8 **Housing Strategy and Enabling Officer**

Original comments

The issue of the quantum and mix of affordable housing was dealt with in the outline application. The mix shown in this current application does not reflect the mix as stated in the s106 and does not reflect the housing currently needed in the city. There is also a discrepancy in that the submitted statement refers to a 4 bed seven person home, while the drawings show a 4 bed six person home. The additional 1 bed affordable home should be provided as per the s106 along with the seven person home. The mix is also shown skewed towards larger dwellings, which is not the need for the city. Not all the dwellings would appear to meet the national space standards, which needs to be rectified. The provision of the 'special needs' dwellings are welcomed.

Revised comments

Generally satisfied that the above concerns have been satisfied, although the mix is still shown skewed to larger dwellings.

4.9 **Urban Design Adviser**

Original comments

The layout is broadly in line with the illustrative material provided at the outline stage. The open and rear access along the back of plots 57 -63 would not be good for security as there would be open rear boundaries. A foot/cycle link adjacent to plot 60 to connect to the main road should be provided, while potential access between plots 7 and 64 needs to be clarified. There are boundary treatments to public realm incorporating close boarded fences, which should be replaced with walls. In terms of materials, the proposed Russell Grampian tiles are too big and thick, while buff brick is not characteristic of Gloucester. They should be changed. Window reveals should form a condition on any approval, while plots 10, 60, 57 and 38 need to be shown with active side elevations.

Revised comments

The amended proposal has addressed all the above concerns and is considered acceptable.

4.10 **Open Space and Playing Pitch Adviser**

Original comments

Clarification is sought on how much open space is being provided. There is also concern with regard to the linear space running along the boundary to the rear of the existing Naas Lane properties in that there would be no proper overlooking or proposed dwellings facing the open space leaving the rear gardens exposed. This does not meet the requirements of the DAS accompanying the original outline proposal.

This DAS also contained the design principle 'the maximisation of the connection to the surrounds via sustainable routes for pedestrians, cyclists and public transport', while condition 22 on the outline planning permission required the inclusion of a circular walk

around the site. The walk as shown on the submitted plan would however appear to be just a route through the green space towards the southern boundary of the site with no actual pathway, while it is also unclear whether there is a continuation of the route to the western boundary. There should also be a footpath connection shown linking into the open space between plots 75 and 76.

The proposed Local Area of Play (LAP) is shown located too close to the rear boundaries with the existing properties on Naas Lane. It is likely to generate some noise from users and therefore should be located further north. The surfacing of the LAP and play features should be clarified, while the visitor car parking shown in proximity to the LAP needs to be relocated.

Revised comments

LAP details and surface acceptable. The relocation of the LAP to the north is an improvement as is the relocation of the visitor parking spaces away from the LAP. Disappointed that the scheme has not achieved a pedestrian route through green space, however accept that utilising the pavement for this section would be better than the originally shown route to the south.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 Neighbouring properties were notified and press and site notices were published.

5.2 2 letters of objection raising the following issues on the original scheme :-

- a) Proximity of development to the boundary;
- b) Loss of privacy;
- c) Lack of provision for recycling and rubbish bins for certain properties;
- d) Lack of visitor parking to the detriment of vehicle movement and highway safety;
- e) Likely noise and disturbance from the new development;
- f) With all the new development happening in the area, there could be a lot of traffic on Rudloe Drive leading to queues and congestion.
- g) The accesses on to Rudloe Drive are on to narrow sections of this road and measures need to be put in place to ensure no parking around them to impact on traffic flow and safety. Should be noted that Rudloe Drive is a bus route.

1 letter received requesting that the ash tree subject to ash die back be removed due to risk to their property.

5.3 Quedgeley Town Council have no objection to the proposal.

5.4 The full content of all correspondence on this application can be viewed on:
<http://www.gloucester.gov.uk/resident/planning-and-building-control/Pages/public-access.aspx>

6.0 OFFICER OPINION

6.1 *Legislative background*

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

6.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:

- a) the provisions of the development plan, so far as material to the application;
- b) any local finance considerations, so far as material to the application; and

c) any other material considerations.

6.3 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the partially saved 1983 City of Gloucester Local Plan. However, as outlined earlier, the 1983 Local Plan is considered to be out-of-date.

6.4 The principle of the development has been established with the approval of the outline application reference: 17/01199/OUT. It is considered that the main issues with regards to this application are as follows:

- Access
- Layout
- Scale
- Appearance
- Landscaping
- Affordable Housing
- Residential amenity
- Open Space and Recreation
- Other matters

6.5 **Access**

The NPPF requires that development proposals provide for safe and suitable access for all and that developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy INF1 of the JCS requires safe and access connections to the transport network.

6.6 Whilst the matter of access was not formally considered at the outline stage, the Transport Assessment that accompanied the outline application showed clearly that the site was in an excellent location within proximity to local service and facilities as well as supported by a good level of sustainable transport provision, and with an excellent network of pedestrian /cycle facilities. The development of the site for 80 dwellings has therefore been accepted from a point of view of traffic generation and transport issues. This current 'reserved matters' application then just seeks to assess the acceptability of the proposed site access.

6.7 A condition on the outline application requires that the access be from Rudloe Drive only (condition 5). The accesses are shown from two locations. An extension of the existing access spur towards the west by the recently built medical centre and from a second point towards the east of the site. The west access road serves a single road ending in a cul de sac, while the eastern access serves two roads ending in cul-de-sacs.

6.8 The proposed road layout generally comprises of a 5.5 m carriageway with 2m footway on both sides, though this has been lowered to 1m where pedestrian movements are likely to be less. The proposed site roads have been designed in accordance with the Manual for Streets and design guidance issued by Gloucestershire County Council.

The Highway Authority confirm that the Rudloe Drive accesses and all the internal junctions would function satisfactorily, while the parking provision is to standard.

They have no objection to the proposal subject to conditions to provide electric charging points, full details of the defined highway works, a construction management plan and requiring the access and car parking provision to be in place before occupation of the units

6.9 Access for pedestrians shall be considered under the Layout section below, while a condition for each property to have cycle parking would be attached to any approval.

6.10 **Layout**

The NPPF states that new residential developments should be of high quality design, create attractive places to live, and respond to local character integrating into the local environment. JCS Policy SD3 requires all developments to demonstrate how they contribute to the principles of sustainability, Policy SD4 sets out requirements for high quality design, while Policy SD10 requires housing of an appropriate density, compatible with good design, the protection of heritage assets, local character and compatible with the road network. These design aspirations are also reflected in the emerging City Plan.

6.11 Policy SD4 part ii states that: “New development should create clear and logical layouts that contribute to a strong and distinctive identity and which are easy to understand and navigate. This should be achieved through a well-structured and defined public realm, with a clear relationship between uses, buildings, routes and spaces, and through the appropriate use of vistas, landmarks and focal points.”

6.12 Whilst the detail of the access, layout, scale, appearance and landscaping of the development are “reserved matters” it was necessary for the Local Planning Authority at the outline stage to consider whether the site can accommodate up to 80 homes whilst providing a decent, high quality urban environment. Officers were confident that the submitted drawings and Design and Access statement clearly indicated that this could be done. There were however a few specific concerns with the accompanying illustrative masterplan, so it should be noted that the currently proposed layout does not seek to follow it to the exact detail.

6.13 The key focal points in this development are the two groups of oak trees, the group of 3 Hungarian oaks and the group of 3 English oaks as well as the stand alone Walnut tree, which is shown accompanied by the LAP in an area of open space. Properties are shown overlooking these areas with pathways running through open space containing the walnut tree /LAP. Properties are also then shown facing the swale to the east. As stated above the main road access points are from Rudloe Drive and the streets are shown laid out in a ‘u’ and ‘w’ pattern with 3 roadways shown looping back to Rudloe Drive to finish in cul -de sacs with pedestrian access then running to Rudloe Drive.

6.14 The urban designer raised concerns with regard to the open and rear access to properties 57 to 63 as shown on the original proposal, which would have made the back of these properties very vulnerable. The applicants have revised this part of the proposal to ensure that this would no longer be an informal through route and it is now shown blocked off with landscaping and railings. Concern was also raised that in a number of areas there would be poor surveillance and additional windows shown to plots 7, 10 14, 15 37. 56 and 69 have resolved this concern.

6.14 A considerable number of the garden depths and the separation distances back elevation to back elevation between proposed dwellings were originally shown below the respective standards of 10m and 20m. Now all but 3 of the properties have at least 10 m garden depths, with the three in question all having over 9m. The back to back elevation distances are now all circa 20 -21 m and these indicated distances are all considered acceptable.

6.15 The outline planning permission was subject to a condition (condition 22), which required a circular walk around the site with connectivity and sign posting to the local footpath network. This condition links back to the earlier larger outline application for the former RAF site which sought a network of interlinking paths and green spaces for the area. The original submission for this current application attempted to show this walk provided towards the southern boundary of the site, however the route was shown running to the

back of both the existing Naas Lane properties and the newly provided properties. It would have been across a triangular shaped piece of land (undevelopable due to sewer service run) with a couple of very narrow pinch points that would have ensured the route would have put both users at risk and left the backs of the existing and proposed properties exposed. Officers have therefore reluctantly accepted that a better approach would be to put the routeway along the pavement for what would be a relatively short section of the overall length route way in the area and ensure the new properties back onto the existing gardens to provide security. The revised drawings show this change with links to the route of pathways to the east provided via hoggin pathways. These pathways fall outside the redline boundary of the application, but on Council land so their details /provision at the applicant's expense would be secured via a condition. This revised option would still ensure that a circular route around the greater area can be achieved.

- 6.16 Unfortunately, one impact of getting a strong frontage onto the prominent Rudloe drive and the provision of quality green areas/trees throughout the overall layout has been for a few parking spaces to be located slightly away from the properties that would be using them. Officers accept this 'trade off' to get the better quality of layout and overall, it is considered that the layout of the proposal accords with the requirements of policy SD4 of the JCS.

Scale

- 6.17 The NPPF states that new residential developments should be of high quality design create attractive places to live, and respond to local character integrating into the local environment. Part i of Policy SD4 states that new development should be: "...of a scale, type, density and materials appropriate to its setting."
- 6.18 The development is predominantly 2 storey with pitched roofs, with single storey pitched roof garages. There are a scattering of 2 and a half storey properties, all of which are related in footprint and materials to the two storey dwellings. The taller 2 and a half storey properties are located along Rudloe Drive, facing the LAP and then scattered throughout the site.
- 6.19 The existing residential properties to the south in Naas Lane are both two storey and single storey in height, while the more recent development to the east of the site is two and two and a half storeys in height. The medical centre to the west is of two storey height, while the site directly to the north is still vacant. The application site itself and the area surrounding it are relatively flat. It is therefore considered that the development reflects the form of the nearby residential development in terms of scale. The majority of the two and half storey properties are shown facing on to Rudloe Drive and this primary frontage is considered to be a good location for them. For these reasons, it is considered that the scale is acceptable and accords with part i of Policy SD4 of the JCS.

Appearance

- 6.20 The NPPF states that new residential developments should be of high quality design create attractive places to live, furthermore it states in paragraph 130 that: "...where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development." Policy SD4 also seeks appropriate materials for the setting of the development. Policy SD4 seeks to achieve good design by agreeing materials that are appropriate to the site and its setting. Table SD4c expands on this and states that materials should be of high quality and suited to their setting and purpose. The materials detailed on the drawings are considered to adhere to these policy aspirations.

- 6.21 The applicant has proposed a variety of standard house types across the scheme. There is a range of 1 to 4 bedroom dwellings across the scheme with varying external finishes. In terms of materials, the proposed dwellings were originally shown with Russell Grampian tiles and buff brick. Officers considered the Russell Grampian tiles to be too big and thick, while buff brick is not characteristic of Gloucester. Revisions were sought by officers to arrive at the following materials palette:
- Brunswick Red brick by Ibstock
 - Brunswick Farmhouse Mixture by Ibstock
 - Cottage Red Double Roman Roof tile by Russell
 - Slate Grey Galloway Roof tile by Russell
 - Slate Grey Double Roman Roof tile by Russell
- 6.22 The flat over garages adjacent to Rudloe Drive were also originally shown with no ground floor windows in their Rudloe Drive elevations, which would have been detrimental to the street scene of this prominent routeway, Rudloe Drive. The applicants have addressed this issue by providing revised drawings which include ground floor windows. There were also close boarded fences shown as boundary treatments to public realm, which was a concern to the urban designer. These have all now been replaced with brick walls to ensure a high quality environment. The urban designer further sought to ensure a high quality finish to the dwellings by requiring that the windows have reveals rather than being flush with the external elevation. This would form a condition on any approval. Furthermore, additional windows shown to plots 7, 10 14, 15 37. 56 and 69 would add interest to the street scenes.
- 6.23 In conclusion, with the above changes and indicated materials, it is considered that the appearance of the dwellings and the overall development would conform to the requirements of SD4 of the JCS.

Landscaping

- 6.24 Part iv of Policy SD 4 seeks to ensure that landscape areas, open space and public realm are of high quality, provide a clear structure and constitute an integral and cohesive element within the design. This in turn builds upon the requirements of part 12 of the NPPF and Policy SD6 which seeks to ensure that development considers the landscape sensitivity of the area in which they are located.
- 6.25 As the proposal is a reserved matters application following the previous granting of outline planning permission, the principle of the development in this landscape and environment has already been considered, the quality of the landscape provision within the proposed development is the issue to be assessed. The key focal points in this development are the two groups of oak trees, the group of 3 Hungarian oaks and the group of 3 English oaks as well as the stand alone Walnut tree. The Ash has Ash dieback and its removal is considered acceptable.
- 6.26 The applicants state that new tree planting is shown where space allows, focussing native stock to open spaces and ornamental species within the development areas. They further state that seasonal variety would be provided with evergreen hedging proposed to the plot frontages along Rudloe Drive to provide a defined edge to the scheme.
- 6.27 As stated in paragraph 6.15 the original plans showed an area of green space to the south of the site, however revisions to the scheme to ensure that proposed gardens back on to existing gardens to remove exposed vulnerability has removed this space. On the revised plans small trees/bush planting at the end of these new gardens is shown to help screen the new and existing properties from each other.

- 6.28 In light of the concerns of the landscape officer more trees have now been shown planted along the streets and the privet hedge along Rudloe Drive has been amended to a variety of species. Further planting is also shown to delineate private and public areas. All parking spaces have now been shown removed from under the TPO trees to alleviate the points raised by the tree officer, although he does still have concerns over the proximity of plots 11 and 12 to the trees shown as T4, T5 and T6. The revised drawings do show a marginal improvement distance wise from as originally shown and it should be noted that as these trees are protected, no works could happen to them without the consent of the Local Planning Authority. The Tree officer did not wish to see the LAP encroaching on the rpa/canopy area of the protected walnut tree and amendments have been secured here to ensure that the part of the LAP in this position would be purely 'surface' with no fittings in to the ground.
- 6.29 It should be noted that the maintenance of the landscape and open space areas is covered within the section 106 agreement that accompanied the outline planning application. However, there is a lack of clarity as to whether all trees and landscaping outside of the residential curtilages would be subject to suitable management and maintenance. Further clarification is being sought from the applicant in relation to this matter.
- 6.30 Overall, subject to confirmation of suitable management and maintenance arrangements for landscaping/trees outside of the residential curtilages, it is considered that the proposal accords with the requirements of policy SD4 of the JCS.
- 6.31 ***Affordable Housing***
The NPPF states that where local authorities have identified the need for affordable housing, policies should be set for meeting this need on site, unless off site provision or a financial contribution can be robustly justified. It should be noted that the provision of affordable housing was an issue addressed at the outline stage and has been incorporated in to the section 106 agreement accompanying the outline planning permission. The Housing officer expressed some concern that the mix shown with this current application differed from the mix as stipulated in the section 106 agreement. This has now been remedied and the mix with the current application is as the section 106 agreement. The housing officer had a concern that the dwellings did not meet National Space Standards, but it can be confirmed that all properties, both affordable and open market dwellings, meet the floor space standards.
- 6.32 ***Residential amenity***
Paragraph 17 of the NPPF provides that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Policy SD14 of the JCS which requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants.
- 6.33 As stated above the revised drawings now show all but 3 properties achieving rear garden depths of 10m and those three properties being all above 9m. Back to back elevation distances between proposed dwellings are circa 20 – 21m. These depths and distances ensure that the new occupiers would have good outdoor amenity space and that there would not be overlooking between dwellings. It can also be confirmed that the distancing between the new proposed dwellings and existing Naas Lane dwellings would be acceptable. The proposed dwellings numbered 72 and 79 would have a distance from their flank elevations to the nearest rear elevations of Naas Lane properties of 15m and 14m respectively, while the shortest depth of proposed rear garden here to boundary with Naas lane properties would be 13.5m. The connecting of proposed and existing rear gardens back to back would then ensure better security for existing and proposed occupiers.

6.34 Whilst the Local Planning Authority are currently assessing an application for residential development on the site to the north of Rudloe Drive, at the outline stage for this development it was recognised that the site to the north across Rudloe Drive had planning permission for employment use. There is potential for Class B1 occupiers of this neighbouring site to impact on the proposed residential occupiers of this site in terms of noise and disturbance. A condition was put on the outline application requiring a noise assessment be submitted. This assessment has been submitted and viewed by the Environmental (noise) advisor. The conclusion is that mitigation is required in the form of uprated glazing and acoustic ventilation where properties overlook Rudloe Drive (nearest properties) and this should be conditioned on any approval.

6.35 Overall, it is considered that the proposal accords with the requirements of policy SD4 of the JCS.

Open Space and Recreation

6.36 The NPPF provides that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Policies INF3, INF4 and INF6 of the JCS require new residential developments to provide for any additional infrastructure and community facilities required to serve the proposed development. Policies OS.2, OS.3, and OS.7 of the 2002 Plan set out the council's requirements for open space.

6.37 The matter of open space provision was considered at the outline stage, where it was agreed that the proposed residential development should provide a LAP on site and an offsite contribution of £50,000 towards the cost of improvement of open space within the vicinity of the application site. It was recognised that this part of Quedgeley already benefited from quite a considerable amount of open space provision.

6.38 The LAP has been shown provided on site and the Open Space adviser originally had concerns that it was located too close to the rear of the properties in Naas Lane where the noise of the users could impact on their amenity. It has therefore been shown located slightly further to the north to the satisfaction of the Open Space adviser (the Tree officer also ok with location as indicated above). There was also a bank of visitor car parking spaces originally shown next to the play area, which could have led to conflict between play area users and car owners, however the visitor parking spaces are now shown moved further west.

6.39 The Open Space adviser also had concerns with regard to the pedestrian routeway shown towards the southern boundary of the site and whilst disappointed that the scheme has not achieved a route through green space, accepted that utilising the pavement for this section would be better than the originally shown routeway to the south.

Other Relevant Matters

A neighbouring resident has raised an issue with regard to the matters of refuse and recycling. It should be noted that a refuse layout has been submitted with this application showing that all properties could satisfactorily position their bins towards the rear of the properties with unhindered external access to the public street for them to be put out for emptying. Bin muster points are then shown where necessary. Officers consider that this layout is satisfactory.

Conclusion

This application has been considered in the context of the policies and guidance referred to above. The proposal is consistent with those policies and guidance in terms of the provision of access, layout, scale, appearance and landscaping impact upon the amenity of any neighbours and the local area; the proposal is acceptable and accordingly it is recommended

that these reserved matters be approved.

7.0 RECOMMENDATION OF THE CITY GROWTH AND DELIVERY MANAGER

7.1 That **APPROVAL** of the Reserved matters of Access, Layout, Scale, Appearance and Landscaping be delegated to the City Growth and Delivery Manager, subject to subject to the confirmation of suitable management and maintenance arrangements for landscaping/trees outside of the residential curtilages and the following conditions:

Condition 1 - Approved Drawings

The development shall be carried out in accordance with the approved drawings:

- Site Layout, SL.01 G; Rev I
- Material Layout, ML.01 D; Rev F
- Affordable Housing Layout, AHL.01 D; Rev E
- Refuse Strategy Layout, RSL.01 C; Rev D
- Timber Car Port Detail, 0173-2-255;
- Vehicle Access Assessment, 500-405-01-P05;
- Drainage, Highway and Engineering Statement, 500-RP-001-P05;
- Long Sections Sheet 1 500-200-01-P03
- Long Sections Sheet 2 500-200-02-P03
- Highway Construction Details 500-300-01-P01
- Detailed Landscape Proposals - Sheet 1, 12834/P02e;
- Detailed Landscape Proposals - Sheet 2, 12834/P03e;
- Tree Pit Details and Specification – 12834/P04b
- Arboricultural Method Statement, 12834/P05c;
- GI Parameters and Safeguarding Scheme, 12834/P06b;
- Closeboard Fence Detail, 0173-2-250;
- Panel Fence Detail, 0173-2-251;
- Screen Wall Detail, 0173-2-252;
- Knee Rail Detail, 0173-2-253; and
- 1.2m Railing Detail, 0173-2-254.
- Street Scenes SS.01 B
- Single Garage Floor Plans and Elevations GAR.01 A
- Double Garage Floor Plans and Elevations GAR.02 A
- HT.1BF.pe C
- HT.1BH.pe A
- HT.2B.pe2 A
- HT.2B-1.pe C
- HT.3B.pe C
- HT.4B.pe D
- HT.ALD.pe A
- HT.ASH.e B
- HT.ASH.p B
- HT.BEC.e B
- HT.BEC.e2 A
- HT.BEC.p B
- HT.BEC_1.e B
- HT.BEC_1.e2 A
- HT.BEC_1.p B
- HT.ELM.pe C
- HT.EVE-1.pe B
- HT.EVE-2.pe B
- HT.LEV.e A
- HT.LEV.e2 A

HT.LEV.p A
HT.MOU.e B
HT.MOU.p B
HT.MOU-1.pe B
HT.MOU-2.pe B
HT.MYL.p C
HT.MYL-1.e B
HT.MYL-2.e C
HT.PEM.pe C
HT.PEM-1.pe B
HT.PEM-2.pe C
Location Plan LP.01 A
Parking Layout PL.01 C

Reason

To ensure that the development is carried out in accordance with the approved plans and in accordance with the policies contained within the JCS.

Condition 2 - Parking

Each dwelling hereby permitted shall not be occupied until the vehicular parking facilities serving that property, including electric vehicle charging points, have been provided, and those parking facilities shall be maintained as available for these purposes thereafter.

Reason

To promote sustainable transport and to ensure that a safe, suitable and secure means of access for all people that minimises conflict between traffic, cyclists and pedestrians is provided to accord with the NPPF and Policy INF1 of the JCS

Condition 3 – Window reveals

Notwithstanding the approved plans, the window reveals on the approved dwellings shall all be to a minimum depth of 100mm.

Reason

In the interest of good design and to accord with Policy SD4 of the JCS

Condition 4 - Tree Protection Rails

The knee rails shown on drawing reference 0173-2-253 around the external edges of the two open space areas containing the protected Oak trees numbered T1, T2 and T3 and T4, T5 and T6 shall be installed before occupation of the immediately adjoining dwellings and shall thereafter retained for the duration of the development.

Reason

To ensure the health and protection of the protected trees.

Condition 5 – Eastern path links

No dwelling shall be occupied until the two Hoggin path links to be provided to the east of the site have been laid out in accordance with details that have first been approved in writing by the local planning authority. The paths shall thereafter be retained for the duration of the development.

Reason

To ensure good design through good connectivity with footpaths in the area and in the interests of sustainable development.

Condition 6 - Noise Mitigation

The development shall be carried out in accordance with the noise mitigation measures set out in the Noise Impact Assessment – Rudloe Drive, Kingsway, Quedgeley prepared by Clarke Saunders Acoustics ref: AS11506.200320.NIA.1.0.

These measures being -

- Building facades should achieve a minimum sound reduction value of 51db Rw as per table 7.3 of the report.
- Where Facades overlook Rudloe Drive, glazing with a minimum single figure sound reduction value of 35dB Rw shall be installed. Acoustic ventilators with a minimum performance of 40dB Dn,ew shall be installed in bedrooms and 35dB Dn,ew in all other rooms as per section 7.7 of the report.
- Glazing within all other facades in the development shall achieve a minimum sound reduction value of 30dB Rw as per section 7.7 of the report.
- If multiple vents are required for improved ventilation then the performance of the acoustic ventilators shall achieve the performance requirements as set out in section 7.8 of the report.

Reason

To safeguard the amenities of future occupiers of the dwellings in accordance with Policy SD14 of the JCS.

Person to Contact: Ron Moss (396835)



Planning Application: | 20/00359/REM

Address: | Land To The South Of Rudloe
Drive Kingsway Quedgeley
Gloucester

Committee Date: |

