

GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	2 nd April 2019
Address/Location:	Land South Of Grange Road Gloucester
Application No:	18/00511/REM
Ward:	Tuffley
Expiry Date:	30.07.2018
Applicant:	Mr Josh Ashwin
Proposal:	Submission of the following reserved matters - layout, scale, appearance and landscaping detail for application reference 16/00165/OUT for the erection of 250 no. dwellings (use class C3) with associated infrastructure and open space.
Report by:	Nigel Gould
Appendices:	Site Location Plan Proposed Site Plan Proposed Elevations Street Scenes

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application relates to land to the south side of Grange Road in Tuffley Ward to the southern edge of the Gloucester.
- 1.2 The site comprises approximately 10.8 hectares ("ha") of agricultural land. The site is broadly trapezoid shaped. The north side of the site has a frontage with Grange Road and is approximately 400 metres in length. The site then extends southwards by approximately 390 metres on its west side and by 280 metres on its east side. The site tapers inwards in a southerly direction with the south boundary of the site approximately 290 metres in length.
- 1.3 The application site is surrounded by agricultural land on its east and south sides. Grange Road abuts much of the north side of the site, although the road moves away from the site boundary at its north western end. Alongside the west boundary of the site is the main railway line (Bristol to Birmingham).
- 1.4 There is a residential estate to the opposite side of Grange Road to the north. This appears to have been constructed in the late 20th Century. There are four residential cul-de-sacs on that estate which have direct access off Grange Road. These are: Enborne Close, Chislet Way, Whaddon Way and Harwell Close. Bybrook Road is situated off Grange Road but further to the east. There is a large residential estate to the far side of the railway line to the west including Vincent Avenue.
- 1.5 The application seeks reserved matters approval for layout, scale, appearance and landscaping following grant of outline planning permission for the erection of up to 250 Homes, with access details on the 2nd June 2017 (16/00165/OUT). The outline permission has two accompanying S106 Legal Agreements, the first with Gloucestershire County Council securing education, library and highways contributions and the second with the City Council relating to affordable housing, open space, SuDS, and sports facilities. It should be noted that the outline permission was granted prior to the implementation of CIL.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
16/00165/OUT	Outline application for the erection of up to 250 homes including demolition of existing agricultural buildings, the provision of new access, landscaping and open space (access to be determined now, all other matters reserved) (revised information submitted - new indicative master plan; design information; Design & Access statement; access details; highway information; drainage strategy; landscape impact; noise assessment; heritage assessment; and archaeological evaluation)	Granted	06.06.2017
18/01104/CON DIT	Discharge of conditions 2 (reserved matters) , 10 (management of streets) , 12 (construction management plan) , 15, (construction method statement) , 23 (drainage) , 24 (drainage) , 26 and 27 (archaeology), 28 (landscaping) and 32 (bird box) of permission 16/00165/OUT	Pending consideration	-

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 (Main Modifications) include:

SD3 – Sustainable design and construction

SD4 – Design requirements

SD6 – Landscape

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

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 213 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 Draft Gloucester City Plan 2017 takes forward the results of previous consultations and was subject to consultation January and February 2017. As the Plan is at an early stage, it is considered that it carries limited weight in accordance with paragraph 48 of the NPPF.

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 **Supplementary Planning Guidance/Documents**

SPG 1: Sustainable Urban Drainage Systems.

SPG 6: New Housing and Open Space.

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-policy/Pages/current-planning-policy.aspx>

4.0 **CONSULTATIONS**

4.1 **Highway Authority**

No objection subject to conditions relating to forward visibility, traffic calming, pedestrian crossings, cycle storage and electric charging facilities.

4.2 **Landscape Adviser**

Concerns raised regarding the extent and layout of open space; the lack of consistency with the Design and Access Statement and consequent poor design; landscaping adjacent to the acoustic fence on the railway boundary; levels relating to the acoustic barrier; the lack of street trees; and lack of details as to how people would be deterred from cutting through along the side boundaries of Plots 184/185 and 236/250.

4.3 **Ecology Adviser**

No objections subject to revisions:

Specifications of native tree, woodland copse, wildflower meadow and shrub planting have been provided and these are welcomed. Additional individual native tree planting such as oak within the open space in the southern part of the site would be welcomed.

It is recommended that within the landscape plans a clause is included to ensure that any plants that fail are replaced.

4.4 **Drainage Adviser**

Following the various design changes, previous concerns over aesthetics, safety, flood risk, and environmental impact have all been addressed and the current drainage proposals would adequately serve the site and not increase flood risk elsewhere.

4.5 **Urban Design Adviser**

Considered that the previous amended scheme had improved and addressed some concerns however still concerned as follows

- The arrangement of unit types does not reflect a logical street hierarchy.
- There is too much frontage parking.
- There is a lack of visitor parking spaces.
- There is a lack of street trees.
- Properties should have front gardens and boundary treatments.
- All units on a corner should be designed to turn the corner.
- Close board fence on visible boundaries is unacceptable.
- Unit type F is unattractive and has a poorly balanced elevation, especially when viewed as a semi-detached unit. The porch appears incongruous.
- I would like to see details of the windows to see how far they are set into the elevation. Flat elevations are not acceptable and there should be some depth to the fenestration.

4.6 **Planning Policy**

This is an important site/application in terms of its contribution to Gloucester's 5 year housing land supply. It is important that all relevant JCS policies are considered in determining this application. I draw particular attention to INF3: Green Infrastructure which (since the adoption of the JCS) seems to be a rather underused policy, but is one which has particular relevance to this peri-urban green field site. (03/10/18)

4.7 **Local Lead Flood Authority (LLFA)**

Main concern is addressed whereby the two catchments are identified and discharge divided to separate outfalls. No objection to the amended drawings.

4.8 **Severn Trent Water**

The submitted 'Proposed Drainage' shows all foul sewage is proposed to discharge to the public foul sewer, and all surface water is proposed to discharge to the public surface water sewer, at a proposed discharge rate of 5.8 litres/second. For your information, before we would consider a connection to the public sewer for surface water discharge we would request that soakaways are investigated. If these are proven to not be feasible on site (with satisfactory evidence) we would consider a connection to the public surface water sewer with flows restricted. We therefore would ask that the drainage related condition is not discharged at this stage.

4.9 **Network Rail**

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

4.10 **Stroud District Council**

There are a number of material considerations to consider in this context. Whilst SALA recognises the adjoining strategic site G2 as having future potential, this application should provide more contextual understanding of how it could relate to the adjoining site G2. It should

not prejudice effective masterplanning in terms of design, layout (with landscape buffers and open space) flood risk management and accessibility should a larger site come forward in the future. There should be a need to coordinate any planning permissions with a wider contextual understanding of how this development could contribute to place making and support this District's communities and aspirations for services and facilities. There is a need to ensure that the requirements of the habitats assessment regulations are fully met and that an appropriate assessment is undertaken (with the information publically available). This would facilitate better and effective planning within the spirit of cooperation on a sensitive edge of city site.

5.0 PUBLICITY AND REPRESENTATIONS

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

5.2 25 letters (13 from the same address) of objection have been received. Many of the issues raised are matters of principle and not relevant to this reserved matters application. The relevant planning issues raised in respect of this application can be summarised as follows:

- Highway safety.
 - The accident rates are incorrect;
 - The surrounding lanes are congested at peak times;
 - The narrow bridge at Grange Road will become a pinch point;
 - The parking spaces do not accord with policy;
 - A 20 minute walk to the nearest bus stop is too much;
 - Are the garages big enough to fit a car in? If not further parking will be added to the site;
- Drainage and Flood Prevention.
 - Inadequate provision that would see the removal of the recently installed food prevention bund;
 - Are the driveways to be of permeable material as previously stated?
 - Why is there now one SuDS pond not two? Who will maintain this?
 - The water runoff from the paving and patios will be significantly more than existing.
 - The field has a high water table with impervious material below. How will the surface water runoff?
 - The flood defences installed in 2008 appear to be removed so that a pathway can be put in;
 - The existing storm water drain on the north side of Grange Road is already inadequate and the proposal will make matters worse;
 - There is no mention by the LLFA or applicant about Whaddon Brook. The Brook is overgrown and restricts flow. A small bore pipe from the field through Harwell Close blocks when water levels in the Brook is higher, stopping drainage from the field;
 - Severn Trent Water are already experiencing drainage problems in Tuffley.
- Design.
 - Why are 2.5 and 3 storey houses sited at the top of the slope?
 - The edge of the estate facing the AONB should be single storey;
 - The comments from the Urban Design officer are particularly relevant;
 - The development does not accord with the principles of the illustrative master plan set out in the outline application.
 - Concern over the suitability of the recreation area sited at the back of the development.
- Loss of amenity.
 - There may be overlooking and loss of privacy;
 - The noise levels from the extra traffic and construction will be excessive.
- Councillors need to take a balanced view and give equal weight to the recommendations of the planning officers and those of the residents that will be directly affected by this development?

5.3 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 As set out above the principle of development was agreed with the grant of outline planning permission in 2017. It is considered that the main issues with regards to this application for the approval of reserved matters are as follows:

- Layout
- Scale
- Appearance
- Landscaping
- Drainage and flood risk
- Residential amenity
- Other matters

Layout

6.5 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. Policy SD3 requires all developments to demonstrate how they contribute to the principles of sustainability, Policy SD4 sets out requirements for high quality design, Policy SD6 requires development to protect or enhance landscape character 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. Policy INF1 of the JCS requires safe and accessible connections to the transport network – this is reflected in the NPPF.

6.6 Policy SD4 part ii states that: “New development should create clear and logical layouts that create clear and logical layouts that create and 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.”

6.7 Whilst the detail of the 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 250 homes whilst providing a decent, high quality urban environment. The final version of the indicative masterplan answered questions including the relationship of houses with the railway line, the design of the balancing ponds at the front of the site, surveillance of the public open space and urban design. It was considered that

the site could accommodate the stated numbers and fulfil the aims of the Council in ensuring good development and on this basis the outline planning application was presented to planning committee and ultimately approved. The indicative master plan was part of the suite of documents used in determining the outline permission but it does not form one of the approved documents.

6.8 The proposed layout for this reserved matters application has changed significantly since the original submission, following comments from officers and in direct response to the comments from the consultees, in particular urban design, landscape and drainage.

6.9 In response to specific comments from consultees the applicant has the following comments:

- The streets have been designed in accordance with Manual for Streets and we have shown the provision of visitor spaces in accordance with the comments of the Highways Officer.
- The landscaping plans which demonstrate the inclusion of street trees.
- The proposed development meets the Street Hierarchy detailed in the Design and Access Statement (DAS) submitted with the outline planning application. The dwelling density and storey heights used within the primary streets and the low density detached dwellings used within the tertiary streets comply with the aims of the DAS.
- The parking strategy adopted on the layout is a mix of side and frontage parking which reflects the illustrative masterplan (In fact there is a reduction in frontage parking on the proposed layout than the illustrative masterplan). The landscaping plan which demonstrates the provision of street trees and soft landscaping which seeks to break up the frontage parking.
- The varied build line replicates the character areas detailed within the DAS. Furthermore all properties have a minimum of 1.2m private and defensible space from the back of footpath.

6.10 The layout now very closely follows the details on the indicative plan submitted with the outline permission and includes: a mix of terrace, semi-detached and detached homes across the site; housing set back from Grange Road behind a new roadside hedge to provide a green corridor at the front of the site; large areas of open space at either end of the frontage; many of the houses have parking directly in front of them and for the large homes, separate garages and off-street parking is provided; and the differentiation of the highway network within the site. The layout does not include apartment blocks.

6.11 It is considered that the applicant has responded positively to the objections raised with the original layout. Specifically there are now two attenuation ponds, the landscaping, boundary treatment with the public open space has been clarified, highways and drainage issues have been addressed. Whilst the concerns of the Urban Design Adviser and Landscape Adviser have not been entirely addressed, it is considered that the scheme is well related and integrated within the wider area and has an acceptable layout that closely follows that agreed principles on the outline permission.

6.12 The Local Highway Authority has also assessed the scheme in full and raises no objection to the proposals. It should be noted that the outline permission included the site access and that the comments from the Local Highway Authority on this reserved matters application relate to the internal site access. Whilst the Local Highway Authority has suggested a number of conditions, those related to the provision of cycle storage facilities and electric charging facilities, whilst laudable, cannot be attached to a reserved matters approval. The relevant requested conditions are recommended to be attached below.

6.13 In light of the above, following the submission of amended plans it is considered that the layout is acceptable and accords with the relevant local planning policies.

Scale

6.14 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."

- 6.15 The development is predominantly 2 storey with pitched roofs, with single storey pitched roof garages. There are a scattering of 2.5 and 3 storey all of which are related in footprint and materials to the two storey dwellings. The taller properties are located at strategic points at the end of road junctions thus providing focal points – one of the concepts considered important on the indicative masterplan submitted with the outline permission.
- 6.16 The land at present is open fields which rise up gently from Grange Road. There are late twentieth century residential properties on the north side of Grange Road and further residential properties of a similar age on the west side of the railway which runs down the west side of the application site. The remaining land to the south and east is open fields. The development reflects the form of the nearby residential development in terms of scale. The balance of taller properties within the site and their location is considered acceptable. It is considered that the scheme successfully balances the requirements for a mix of development whilst ensuring that the development is not overly prominent in this edge of city location. For these reasons, it is considered that the scale is acceptable and accords with part i of Policy SD4 of the JCS.

Appearance

- 6.17 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.
- 6.18 The applicant has proposed a variety of standard house types across the scheme. There is a range of 1 to 5 bedroom dwellings across the scheme with varying external finishes including the following materials palette:
- Red brick
 - Reconstituted Stone – Beige colour.
 - Cream colour render.
 - Quinn Western Grey Slate or similar.
 - Locherne Turf Brown Western tile or similar.
- 6.19 Whilst the submitted house types were generally considered acceptable, following concerns raised by officers, the following changes have been made to the specific house types (and included in the list of approved plans):
- Morden - The porch detail amended to match that of the other dwellings on site and the front door detail amended to reflect that of the adjacent Chatsworth.
 - Hatfield – Revised the internal and external arrangement of the unit to provide a balanced rear elevation and additional windows. Amendments made to ensure the front and side elevations have the same window detail (i.e. brick cills).
 - Clayton – Amended Version 2 to be completely red brick, Version 3 to be completely reconstituted stone and version 5 to be recon stone, as opposed to the vertical and horizontal split of external materials. Versions 1 and 4 have remained with the horizontal split.
 - Chedworth – Version 3 and 4 have been amended to be entirely recon stone. The prominent side windows are all the same with the brick cill window detail.
 - Winster – Version 2 has been amended to ensure only the projecting gable is rendered, with the stone band at the bottom. Version 3 has been amended to be entirely recon

stone.

- Corfe – Version 3 has been amended to be entirely reconstituted stone. Version 4 has been amended to ensure only the projecting gable is rendered, with the stone band at the bottom the same detail as the Winster Version 2.

6.20 In light of the revised plans it is considered that the changes and clarifications address the concerns expressed. Further to this the appearance of the more prominent plots has been simplified and details added to improve their overall design. Subject to the attached condition requiring the submission of external materials it is considered that the final appearance is appropriate and the mix of materials would conform to the requirements of Policy SD4 and as such is acceptable in this regard.

Landscaping

6.21 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.

6.22 As the proposal is a reserved matters application following the previous granting of outline planning permission, the principle of development in this landscape and environment has already been considered and in this context it is about the quality of the landscaping provision within the development proposed. The proposal incorporates two attenuation ponds to the front of the site which have been designed to have a practical (drainage) purpose and to be visually appropriate in their setting. The detailed landscaping plan has been agreed with green corridors and footpaths linking through the site. A key component of the site is the large public open space to the south, with many of the dwellings fronting onto this important area, giving natural surveillance to it, and providing an attractive outlook.

6.23 Following comments from the Landscape advisor, revised plans have been submitted to address the concerns raised. In particular the layout has been amended to better reflect that on the outline indicative masterplan; the second attenuation pond has been added; the boundary to the POS has been altered; the cut through to side of the eastern attenuation pond removed; the drainage plan accords with the planting scheme; and the planting plan has been amended as requested.

6.24 For the reasons given, and subject to appropriate conditions, it is considered that the proposal accords with the requirements of policies SD4 and SD6 of the JCS and the relevant sections of the NPPS and is acceptable in this regard.

Drainage and flood risk

6.25 The NPPF requires that development is directed to the areas at lowest risk of flooding, that new development should take the opportunities to reduce the causes or impacts of flooding, should not increase flood risk elsewhere and take account of climate change. Policy INF2 of the JCS reflects the NPPF, applying a risk based sequential approach, requiring new development to contribute to a reduction in flood risk and requiring the use of sustainable drainage systems.

6.26 The site is located within Flood Zone 1 and therefore comprises land assessed as less than 0.1% (1 in 1000) chance of flooding occurring each year. Historically there have been problems of flooding on Grange Road from the runoff from the application site and the field adjacent to the eastern boundary. Following recommendations from the Drainage Advisor and the Lead Local Flood Authority (LLFA) further modelling was undertaken by the applicant's team. The Scheme as presented to committee now includes two attenuation ponds and a layout that conforms to the agreed drainage assessment. Both the Drainage Advisor and LLFA have no objections to the proposal. **The revised data has resolved the flow rates and incorporated SuDS into the overall**

site drainage, the comments from Severn Trent are noted and an update will be provided at committee in relation to the resultant reduction in foul water flows.

6.27 For the reasons given, and subject to appropriate conditions, it is considered that the proposal accords with the requirements of Policy INF2 of the JCS and the relevant sections of the NPPS and is acceptable in this regard.

Residential Amenity

6.28 Paragraph 127 of the NPPF and policies SD4 and SD14 of the JCS require consideration to be given to the amenity of existing and proposed residents.

6.29 There are no existing residential properties to the south of Grange road neighbouring the development site. Properties on the opposite side of Grange Road are sufficiently distant not to result in any unacceptable impacts on living conditions. There are some 'tight' relationships between dwellings within the development site itself, however on balance these are considered to be acceptable given the degree of 'caveat emptor' which applies to new housing developments.

6.30 In light of the above, it is not considered that the proposal would cause harm to the amenity of existing occupants of the area or future occupants of the development. As such the proposal accords with the criteria of Policy SD14 and is acceptable in this regard.

Other Matters

6.31 The relevant objections raised about the reserved matters subject of this application have largely been considered within the above report.

6.32 The comments made by Network Rail are noted. It is considered that their concerns are addressed by the conditions requested by them on the outline planning permission. Crucially the layout as presented to committee conforms to the related conditions on the outline permission and as such the reserved matters application is acceptable in this regard.

6.33 The comments from Stroud District Council are noted. As stated, the principle of housing on this site has been established with this reserved matters application dealing with the detail. The layout has been changed significantly since the original comments to overcome drainage, highways and design concerns. Whilst the comments are understood the proposal needs to be dealt with on its own merits. It is considered that proposed detail is now acceptable and would not preclude further development on land that abuts the site. Indeed, any future development could utilise and/or enhance the considerable amount of green space on the southern half of the site.

6.34 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 design, materials, highway safety implications, impact upon the amenity of any neighbours and the local area; the proposal is acceptable and accordingly it is recommended that reserved matters approval be granted.

7.0 RECOMMENDATION OF THE CITY GROWTH AND DELIVERY MANAGER

7.1 That reserved matters approval is GRANTED subject to the following conditions;

7.2 1. The development authorised by this approval shall be carried out in complete accordance with the approved plans and specification, as listed on this decision notice, except insofar as may otherwise be required by other conditions, to which this approval and the outline planning permission is subject.

Reason:

To specify the permission and for the avoidance of doubt.

2. The development hereby approved shall be fully implemented in accordance with the following approved plans and reports:

- PLANNING LAYOUT – 100 Rev AA
- LOCATION PLAN – 101 Rev A
- EXTERNAL MATERIALS PLAN – 102 Rev M
- STOREY HEIGHTS PLAN – 103 Rev J
- AFFORDABLE HOMES PLAN – 104 Rev J
- PROPOSED ADOPTABLE HIGHWAYS PLAN – 105 Rev E
- FENCES & ENCLOSURES – 115
- NOISE BUFFER PLAN – 200 Rev F
- PLANNING LAYOUT - 100-1 Rev B
- Proposed Fire Hydrant Plan dated 28/02/19.

House types

- MORDEN V1 - 120.1 Rev E
- MOSELEY V1 - 121.1 Rev C
- MOSELEY V2 - 121.2 Rev B
- HANBURY V1 - 122.1 Rev C
- CHATSWORTH V1 - 123.1 Rev D
- CHATSWORTH V2 - 123.2 Rev C
- SOUTER V1 - 124.1 Rev B
- SOUTER V2 - 124.2 Rev B
- HATFIELD V1 - 125.1 Rev D
- HATFIELD V2 - 125.2 Rev E
- HATFIELD V3 - 125.3 Rev A
- CLAYTON V1 - 126.1 Rev B
- CLAYTON V2 - 126.2 Rev C
- CLAYTON V3 - 126.3 Rev D
- CLAYTON CORNER V4 - 126.4 Rev B
- CLAYTON CORNER V5 - 126.5 Rev D
- GREYFRIARS V1 - 127.1 Rev C
- ROSEBERRY V1 - 128.1 Rev C
- ROSEBERRY V2 - 128.2 Rev B
- CHEDWORTH V1 - 129.1 Rev B
- CHEDWORTH V2 - 129.2 Rev B
- CHEDWORTH V3 - 129.3 Rev C
- CHEDWORTH CORNER V4 - 129.4 Rev C

- CHEDWORTH CORNER V5 - 129.5 Rev C
- WINSTER V1 - 130.1 Rev D
- WINSTER V2 - 130.2 Rev D
- WINSTER V3 - 130.3 Rev D
- CORFE V1 - 131.1 Rev E
- CORFE V2 - 131.2 Rev D
- CORFE V3 - 131.3 Rev E
- CORFE V4 - 131.4 Rev E
- 1BF V1 - 132.1 Rev D
- WP2420A V1 - 133.1 Rev C
- WP3520A V1 - 134.1 Rev C
- WP4720A V1 - 135.1 Rev B
- 2BWC V1 - 136.1 Rev E
- GARAGES - 140

Elevations & sections

- STREET SCENES 1-4 - 160.1 Rev D
- STREET SCENES 5-8 - 160.2 Rev F

Engineering

- Proposed Drainage - 18029-L-100 Sheet 1 Rev H
- Proposed Drainage - 18029-L-101 Sheet 2
- Swept Path & Visibility Splay Plan – 18029-L-520 Rev F
- Attenuation Basin Headwall Details - 18029-441 Rev G
- Exceedance Flow Route Layout – 18029-L-442 Rev D

Landscape

- Landscape Plan Fig 1 - P0309 Rev G
- Landscape Plan Fig 2 - P0309 Rev H
- Landscape Plan Fig 3 - P0309 Rev E
- Landscape Plan Fig 4 - P0309 Rev F
- Landscape Plan Fig 5 - P0309 Rev E
- Landscape Plan Fig 6 - P0309 Rev C

Reports

- Tuffley Compliance Statement Rev B

Reason:

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

3. Notwithstanding the approved drawings, details of the external materials shall be submitted to and approved by the Local Planning Authority prior to the commencement of any works above ground floor level. The development shall be carried out in accordance with the approved details.

Reason:

To safeguard the character and appearance of the area and the architectural interest in accordance with policies SD4 and SD10 of the Joint Core Strategy.

4. The forward visibility splays as demonstrated on drawing ref. ELL-18029-L-520 Rev: F shall include no vertical features over 600mm and these areas shall be kept clear of vertical features over 600mm for the duration of the development.

Reason:

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe and secure layout which minimises conflict between traffic, cyclists and pedestrians is provided, in accordance with paragraph 110 of the National Planning Policy Framework.

Person to Contact: Nigel Gould (01452 396967)

Planning Application: | 18/00511/REM

Address: | Land South Of Grange Road
| Gloucester

Committee Date: |