

Item No 06:-

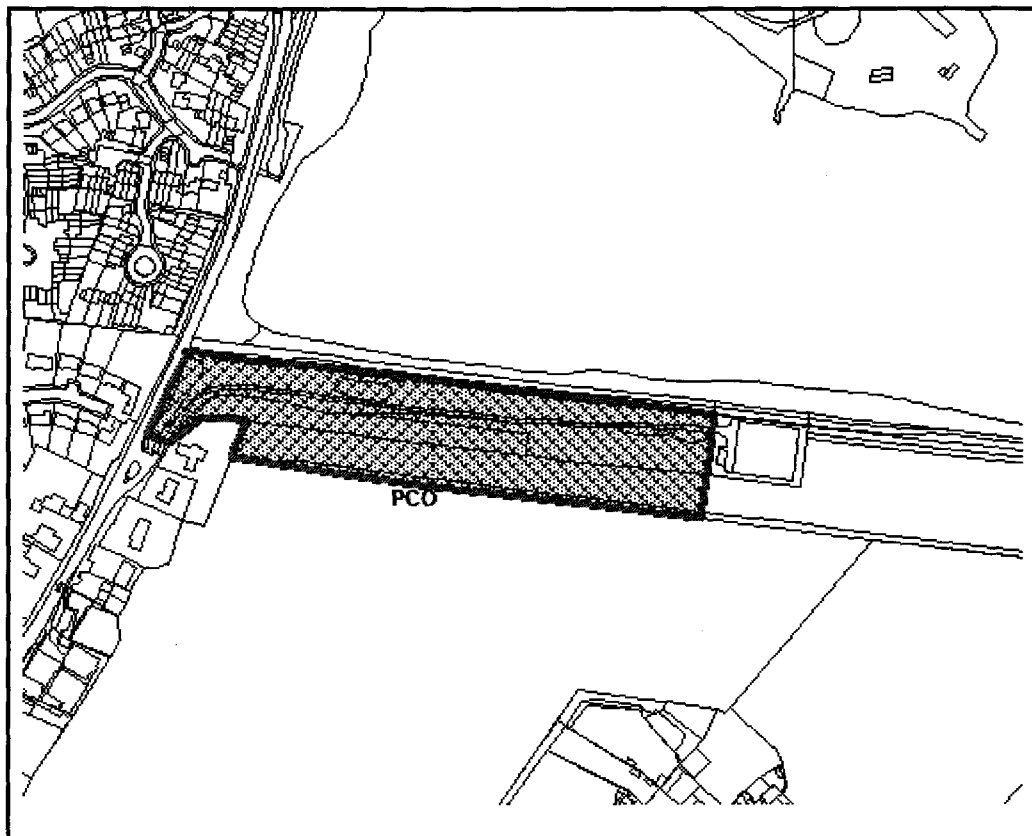
14/04198/REM (CT.7615/K)

**Old Station Site
Burford Road
Lechlade
Gloucestershire**

**Reserved matters application pursuant to Outline Planning Application
12/00528/OUT for the layout, appearance, scale and landscaping of 61 residential
dwellings together with associated infrastructure, including revised levels to A361
at Old Station Site
Burford Road Lechlade**

Approval of Reserved Matters 14/04198/REM (CT.7615/K)	
Applicant:	Mr E Nelthorpe
Agent:	N/A
Case Officer:	Katherine Brommage
Ward Member(s):	Councillor Sue Coakley Stephen Andrews
Committee Date:	10th June 2015

Site Plan



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RECOMMENDATION: PERMIT subject to conditions.

Main Issues:

- (a) Appearance, Layout and Scale
- (b) Landscape
- (c) Affordable Housing
- (d) Highways

Reasons for Referral:

This application was first brought to Planning Committee on 8th April 2015 and was reported to Members as Item 07 of the Committee Agenda. The application was deferred in favour of awaiting further information. Attention is drawn to the relevant updates set out in bold text below.

1. Site Description:

The application site is located to the north east of Lechlade within the settlement boundary. It is not within the Cotswold Area of Outstanding Natural Beauty (AONB). The application site is approximately 2.65 ha in size and located to the east of the A361 (Burford Road).

The application site comprises a roughly rectangular "brownfield" site which comprised the former Lechlade railway station. Following the closure of the station, the site was used for the storage of coal until the early 1980's. An electricity substation is located to the east of the site and an access track runs through the centre of the site from the A361 Burford Road to allow access to it. There is a requirement to retain access to the substation. Overhead electricity lines cross the site serving the residential development at Roman Way to the west.

The site is accessed off the A361 Burford Road which runs along the western boundary. This section of road is steeply graded and runs over a road bridge that originally bridged the railway track running into the station. The removal of the road bridge was agreed at outline and works to remove the bridge have commenced.

Beyond the A361, to the west of the site, are residential developments at Roman Way and Perrinsfield. To the south west of the site is the adjacent residential property at Manor Fields Court, whose residential curtilage borders the site.

The site boundary at the north of the site is currently formed by a 3m high bank. Beyond the site boundary to the north is a private footpath running between the site and the adjacent 'Horseshoe Lake'. The southern boundary of the site is marked by an approximate rise in ground level of 1m to the south and denoted by a small earth bank with a post and wire fence running along the top. The topography of the site and surrounding area is generally level with no readily available vantage points from which to view the site; apart from views from the A361 and private views from Horseshoe Lake.

To the south of the site some longer views are available across the agricultural fields to Manor Farm (Grade II Listed). The site is not prominent in the landscape but it is visually removed from other built development within the town (being on the opposite side of the road to the Roman Way and Perrinsfield developments).

2. Relevant Planning History:

15/00878/NONMAT Non material amendment to 12/00528/OUT for variation of the wording of Condition 11 - Permitted 14.04.2015

15/00167/COMPLY Compliance with conditions 7 (access), 9 (cycles), 10 (parking), 11 (footway), 12 (cms), 13 (surface water), 14 (contamination), 17 (water supply) and 21 (ecology) - Pending decision.

12/00528/OUT Outline application for residential development of up to 61 dwellings and other associated works including removal of existing bridge (all matters reserved except access) - Permitted 28th June 2013.

11/00114/FUL Variation to Condition 6 of CT.7615/G an extension of time for the submission of Reserved Matters relating to Outline permission (reference CT.7615/D). Permitted 1 March 2011.

08/00473/FUL Application to extend the life of permission relating to the submission of Reserved Matters. Permitted 28th March 2008.

04/01064/OUT Outline permission for mixed uses: B1 employment, live-work units and residential. Permitted 9 June 2005.

3. Planning Policies:

LPR10 Trees, Woodlands and Hedgerows
 LPR18 Development within Development Boundaries
 LPR21 Affordable Housing
 LPR38 Accessibility to & within New Development
 LPR39 Parking Provision
 LPR42 Cotswold Design Code
 LPR45 Landscaping in New Development
 LPR46 Privacy & Gardens in Residential Development
 LPR47 Community Safety & Crime Prevention
 LEC2 Old Station
 NPPF National Planning Policy Framework

4. Observations of Consultees:

Environment Agency: No objection.

Highways Officer: No objection (comments attached)

Contamination Officer: No comments

Crime Prevention Design Advisor: General comments.

Thames Water: General comments. Concerns raised due to the lack of a Grampion condition imposed at outline although it is recognised that it is too late to impose such a condition now.

The views of the Landscape Officer, Conservation and Design Officer, Tree Officer, Housing Enabling Officer, Biodiversity Officer and **Environmental Health Officer** have been incorporated within the Officer's Assessment.

5. View of Town/Parish Council:

Lechlade Town Council made the following comments to the plans submitted with the application (as originally submitted):

"The Lechlade-on-Thames Town Council considered the above application at its meeting of 27/10/2014.

In commenting on this application for reserved matters, Lechlade-on-Thames Town Council acknowledges that the principle of development is accepted and that only matters of detail should be considered.

In considering the application as submitted the Town Council is mindful of its previous representations on the Outline application. The Town Council has consistently raised concerns

about pedestrian safety and connectivity between the proposed development and other parts of the Town and the need for this development to address these issues. Since the granting of planning permission for outline approval, the Town Council has commissioned an appraisal from Mr Ben Hamilton-Baillie (copy attached) to advise on improvements to connectivity and transport issues including the town centre. Mr Hamilton Baillie has identified four areas where the Town Council would welcome support from the applicant. These are;

1. Creation of an ' entry point ' marker to the town at Perrinsfield (see report pg 8)
2. Improve the weak pedestrian and cycle links to the town centre from the new development and Perrinsfield
3. Narrowing of Station Road and Burford Road by widening the pavement (see report pg 9)
4. Explore ways in which the gentle hump on the re-aligned old railway bridge could be highlighted as a secondary point of entry in the town and used as ' traffic calming '.
5. The Town Council would welcome a discussion with the Developer on how the BH report might be realised in and around the proposed development.

Irrespective of the Council's wider objectives and based solely on the Plans as submitted, the Town Council considers that it must object to the reserved matter application. The reasons for doing so are that as presented the current proposal does not:

- Adequately demonstrate how connections to the town will be achieved despite identifying the importance of this in the design and access statement. In particular the Town Council is concerned that the proposed pavement widths are not consistent throughout the length and that connections to the town as a whole or to Perrinsfield in particular are not explicit. The Town Council cannot see how basic objectives such as safe route to school from the site or reducing traffic speed at the new junction will be achieved
- Achieve the stated aim of enhanced pedestrian safety other than through modest pavement widening. The potential for traffic/pedestrian conflict is not addressed sufficiently for the Town Council to make a positive response at this time.
- Integrate with the Town - The design and layout is considered to reflect a standardised approach to house types more akin to the Redrow pattern book than to the character of Lechlade. In the view of the Town Council the design is acceptable but not good and with the lack of connectivity to other parts of the town considers that the proposal does not integrate well with the town but is likely to create a separate enclave or community.
- Provide for a sustainable community - The range of house types is not likely to reflect need or demand in the town. The Town Council notes that the proposed two bedroom dwellings will be included as affordable homes and that no two bedroom market provision is included. From the work undertaken on the Neighbourhood Plan the Town Council is aware that there is a need for two bedroom market housing for people wishing to downsize. The failure to provide a good mix of private and affordable homes does not meet the need in Lechlade and cannot create a cohesive community.

It is the view of the Town Council that unless its objections are resolved, the proposals do not achieve a sustainable development in accordance with the NPPF and the application should be refused."

In response to the amended plans however, Lechlade Town Council have confirmed their support and have made the following comments:

"Lechlade Town Council welcome the detailed modifications which clarify our previous responses. The Plans now show a stone finish for the majority of the housing, however Council would welcome clarification of the proposed materials for the remainder. In addition, the Council are pleased to support the proposed parking arrangements for the development."

6. Other Representations:

7 letters of objection have been received. Grounds of objection are summarised below:

- i) Insufficient consideration had been given to the increase in vehicular and pedestrian movements;
- ii) Traffic signals and provision for pedestrians must be provided;
- iii) No provision has been made for promoting safe or sustainable foot or cycle access;
- iv) Concern regarding knock on effect regarding flooding at St John's Priory;
- v) Impact on local schools due to influx of children;
- vi) Lack of associated infrastructure;
- vii) The 'shared space' concept should be promoted as per the Hamilton-Baillie Report. The S106 amended accordingly;
- viii) The railway bridge should be retained.

5 general observations have been received and are summarised below:

- i) It is a forgone conclusion that the development is going ahead;
- ii) No apparent provisions in place for the heavy traffic experienced at peak times whilst the bridge is removed;
- iii) No apparent survey of the wildlife undertaken before this site was cleared;
- iv) The A361 is a race track and a roundabout would assist in traffic control into Lechlade;
- v) No thought to bin collection especially serving house at right angles to the road;
- vi) A361 is to be lowered by only approx. 0.8m which does not provide clear line of site vision either over the new crest or for egress from the new estate;
- vii) The proposed access point would be via a steep incline to the new crest. A safer and more preferable outcome would be the complete levelling and full removal of the old railway bridge;
- viii) Type B houses do not enhance the street elevations;
- ix) Limited green or amenity areas provided which is not Cotswold layout design;
- x) Following removal of the bridge opportunity will be need to be taken to a) incorporate effective measures to reduce traffic speed on approach to Lechlade and b) discourage HGV drivers from coming through Lechlade rather than using the designated routes. The road width needs to be decreased and the footways widened, speed limit signs ineffective.

1 letter of support has been received which makes reference to improved pedestrian facilities.

Update: Members should note that following the last planning committee a further third party objection has been received which is set out as follows:

"As a householder near to this development, I was happy to see the development of this site. However looking at the very latest design, layout proposals I am shocked at the inappropriate style of properties now suggested at the entrance of the development. Not only are they out of keeping with any visible properties around but as they are located at the entrance of the town they look as if they will create a negative impact at the entrance to Lechlade. They are close to the road and form a barrier to the surrounding countryside from the road and will not enhance the look of the development. Please amend these layout & design proposals to something more in keeping with the town and which enhances rather than detracts from the town."

7. Applicant's Supporting Information:

Design and Access Statement
Swept Path Analysis
Parking Justification Statement

8. Officer's Assessment:

Introduction

Outline planning permission was granted in June 2013 for residential development at the application site. The report and illustrative layout plans that were presented to the Planning Committee identified that up to 61 dwellings were proposed at the application site.

All matters were reserved at the outline stage except for access and it was agreed that access into the northern part of the site would be from Burford Road as shown on the approved access drawing. It was agreed, and secured by legal agreement, that the developer would provide for the removal of the existing road bridge. No contributions were required towards education or early year's provision and a contribution towards library provision was not pursued. Affordable housing was agreed to be provided on site and secured through legal agreement.

Condition 11 on the outline planning consent (12/00528/OUT) requires full details of the improvements to the pedestrian footway network identified in the Pedestrian and Cycle Audit to be agreed with the Local Planning Authority and for the improvements to be completed in all respects before first occupation of the development.

Condition 18 on the outline planning consent (12/00528/OUT) requires a minimum provision of an area of public open space of no less than 0.05363 ha.

The principle of development, including the potential impact upon the sewage network and water supply, has been agreed at the outline stage with relevant conditions to be dealt with prior to the commencement of development. The consideration of this application is therefore restricted to appearance, landscaping, layout and scale.

(a) Appearance, Layout and Scale

The proposed house designs and layout have been amended during the course of the application following discussions between the applicant and Officers. A vernacular approach to the designs has been taken, with removal of the more contemporary elements (i.e. balconies). Twelve different house types are proposed, which are essentially the same of those proposed at 'The Mallards', South Cerney. The proposed materials palette is traditional with a mixed use of natural rubble stone, artificial rubble stone, through colour render, artificial Cotswold stone tiles and natural blue slate.

There is a requirement in accordance with Condition 20 of the outline planning consent for the depth of principal gables to not exceed a depth of 7 metres. The application has been assessed on the basis that principal gables are those that usually contain the greatest fenestration and front the highway and not side gables, which are usually blank. The house types submitted appear to respect this requirement.

On balance, Officers consider that the amended designs are acceptable as they successfully reflect a Cotswold vernacular character in a convincing manner having regard to the Cotswold Design Code (Local Plan Policy 42). There would be sufficient variety and distinctiveness to create a sense of place. The linear nature of the site does not give rise to many options in terms of layout however, the density and general linear arrangement is considered to be acceptable.

The proposed dwellings will be between 2 and 2.5 storeys with overall heights between 7.7 metres and 9.3 metres. Members should note that the site levels need to be raised in order to achieve a highway construction bed of one metre above the water table. The latest assessment of the water table level has resulted in the site levels being lifted by a further 300mm (approx). The result being that the site will be much closer to the surrounding terrain than first thought at outline. Nonetheless, given the omission of the balconies and the amendments made to the landscape proposals, the overall visual impact is considered to be acceptable on balance.

The amended layout shows a much stronger frontage, with the terrace and adjacent unit. Notwithstanding, with the exception of the affordable housing terraces, the scheme is unfortunately dominated by larger a detached dwelling which create a more suburban character than one would expect. However, this is considered to be acceptable in recognition of the difficulty associated with development of a linear site.

Parking has been accommodated relatively sympathetically within the sit. Where garages are proposed these have been detached from the units and generally pushed back in the plots so as to avoid visual over dominance. There is one rear parking court at the front of the site and two runs of street parking bays, but these are considered to be acceptable.

The public open space has been relocated to the centre of the site. This makes it more usable and provides greater interest in the street scene although the area has been reduced to the minimum required by Condition 18. Adjacent properties offer a good level of surveillance over the proposed public space. Play equipment is shown on the landscape proposals but amended details have not been provided. This detail can however, be controlled by condition.

The dwellings have been sited so as to avoid an unacceptable level of overlooking within the site. Private garden areas are proposed for all units. The smallest private gardens proposed extend to 45 square metres which are considered to be acceptable (although it appears that only the proposed affordable units are to have gardens of this size). An area of open space that effectively wraps around Manor Fields Court is to be provided. There will be a separation distance of over 30 metres between Manor Fields and the nearest proposed property which is more than acceptable.

A 1.8 metre high acoustic fence is proposed to the rear gardens of units 30 -35 which will offer protection against noise emissions. A greater separation between proposed units and the substation would have been preferred but the provision of the acoustic fence will help to reduce the impact of noise. At the time of writing final comments from the Environmental Health Officer are awaited. Subject to these comments, the proposals are considered to comply with Local Plan Policy 46.

The Conservation and Design Officer has confirmed that the scheme can now be generally recommended for consent from a design point of view since it would meet the requirements of Section 7 of the National Planning Policy Framework (NPPF) and Policy 42 of the Local Plan. Notwithstanding there remains a few items of concern, namely:

- Lack of natural stone on the gable ends of Units 1 to 4, which is required to achieve a convincing vernacular appearance when viewed from the public domain.
- Lack of artificial stone tiles through the back of the site to provide variety amongst the blue slates proposed.
- Lack of glazing divisions to the ground floor windows of Units 1 to 4 (although this can be dealt with by condition as recommended).
- Wider chimney stack on the rear terraces should be provided, rather than two current stacks, which appear oddly paired. If this cannot be provided then the two could be moved further apart to the junctions between the Tavy and Dart units.

Point 1 is considered to be most critical and members will be updated in this regard prior to Planning Committee.

Update: Amended plans have been submitted to deal with the points listed above. The Conservation Officer has confirmed that she is happy with the final revisions which adequately address the requests made. The materials are now considered appropriate, with artificial stone tiles and natural slate to roofs, and the natural stone to the front units continued across to the rear of the gables (avoiding obvious awkward junctions to render). The Warwick plans and elevations are now agreed. The two types of terrace have also

been amended to show well placed and scaled chimneys and appropriate glazing divisions. It is therefore considered that the scheme will meet the design requirements of Section 7 of the NPPF and Policy 42 of the Local Plan and that the proposals will preserve the setting of the conservation area and listed building to the south, sustaining the significance of these designated heritage assets, in accordance with Sections 66(1) and 72(1) of the 1990 Act and Section 12 of the NPPF.

Members may recall the discussion that was had at the last planning committee in respect of site levels and the relative heights of the proposed dwellings in comparison to existing residential development. The applicant has clarified that it is not possible to develop the site at existing levels due to several reasons including:

1) The site lies in a railway cutting where the original ground level has been artificially reduced to achieve a level station platform along its entire length coupled with the maximum gradients required for railway engines to safely operate. The levels have been further reduced by the removal of the old station platform and buildings and the ballasted track area.

2) The current site levels are in part below the water table and currently experiences standing water.

3) There is an Outline Planning Condition to achieve a surface water drainage strategy that does not impact on the existing infrastructure for both dwellings and highway. This requires percolation and soakaways which, by necessity, must set site levels above the existing water table by at least one metre in the case of highways.

4) Previously approved off site highway works (removal of railway bridge and new site access) require raising site levels to safely accommodate these works.

5) Foul drainage requires the construction of a pumping station and rising main. This is located at the lowest point of the site with the dwellings draining to this by gravity further strengthening the case for raising levels.

6) Current site levels are artificially reduced below the water level of the adjoining lake and to develop the site sustainably it is essential to restore ground levels to their approximate original heights to reduce any possible overloading of the lake bunding.

7) The Technical Report which was appended to the documentation received at land purchase and which would have formed part of the original Outline Application stipulates that site levels are to be raised by one metre.

To assist the Council in their understanding of the resultant impacts of increasing the existing site levels the applicant has provided an amended cross section (see attached drawing no R321/45 Rev A). When the levels provided in Section D-D are compared it is clear that the Finished Floor Levels (FFL) of Plots 1-4 are comparable to the dwellings opposite. The applicant maintains that when viewed from the Burford Road looking towards the deconstructed bridge, the scale, massing and heights of the new development will replicate that existing to a great degree with no overbearance. It is noted by Officers that while 8.7 metres high, Plots 1-4 will be set behind a substantial area of soft landscaping that will act as a partial screen. At their closest point the terrace is 10 metres from the edge of the Burford Road and over 25 metres from the nearest dwelling opposite. It is the view of Officers therefore that Plots 1-4 will not have an overbearing impact in the streetscene and are acceptable in their context having regard to Local Plan Policies 42 and 46.

(b) Landscaping

There are no Tree Preservation Orders within or adjacent to the application site. The Tree Officer confirmed under the outline that there are no trees on the site that would warrant protecting by serving a Tree Preservation Order and that there were no trees significant enough to be a constraint to development. Accordingly, the Tree Officer had no further comments to make in respect of the reserved matters application.

The Conservation and Landscape Officer have provided comments in respect of the hard and soft landscaping proposals. The treatment of the edge of the site has been a particular concern. The original proposals indicated a heavy reliance on the use of close boarded and picket fencing which were not considered to be acceptable. The proposals however, have been amended to show a greater use of dry stone walling at the front of the site, which is now also introduced to the first main length of the street. Members should be aware that discussions are on-going regarding the implication that the dry-stone walling will have on forward visibility from driveways and the adoption process. Implications will be clearer once the Road Safety Audit (RSA) has been submitted.

Reliance on the use of picket fencing has been reduced with railings introduced around the POS and beyond. It is recognised that there is a lack of walled front boundaries at the far end of the site, but the treatments now shown is considered to be acceptable. The hedging shown around the entire perimeter of the site is a significant enhancement. While post and rail with stock proof wire would have been preferred to the chain link fencing shown, the 1.2m chain link is considered to be acceptable.

The Landscape Officer has confirmed that small native trees (e.g. *Malus sylvestris*) would have been more appropriate than the proposed species within the native hedgerow boundaries but the landscape proposals are now considered to be acceptable on balance. The proposals are therefore considered to accord with the provisions of Local Plan Policy 45.

It should be noted that the landscape proposals will be an integral part of the Protected Species and Conservation Mitigation Strategy, controlled under the discharge of Condition 21 of the outline planning consent. Members will note from the relevant planning history that a compliance of condition application has been submitted to the Council which includes the discharge of this condition. While the submitted Protected Species and Conservation Mitigation Strategy has not yet been updated to reflect the amended layout, the Biodiversity Officer has confirmed that there are no objections to its content. The amended reserved matters scheme is not so dissimilar that this position is likely to alter.

Update: Amendments have been made to the soft landscape proposals, in order to accord with the Council's former Landscape Officer's recommendation and now includes small native trees. The enclosures plan has also been updated to add an annotation that stipulates that along the northern and southern boundaries where the (1.8m) close boarded fences meet the lower (1.2m) chain link fences that the last panel of the close boarded fence will be tapered. Both are considered to be an improvement to the scheme. Members should note that hard landscaping proposals have also been submitted. Due to the necessity to drain the majority of the site through the use of soakaways the majority of the hard surfacing proposed does need to be permeable. Officers consider the proposed hard surfacing treatments to be acceptable but request the submission of samples to ensure comprehensive quality and design.

Members may also recall from the last planning committee that, in respect of the proposed acoustic fence, the Council's Environmental Health Officer (EHO) had advised that further information was required to determine whether the proposed scheme will sufficiently protect residents from noise produced by the adjacent electrical sub-station. An Acoustic Report was provided by the applicant on 14th May 2015. This report concludes that, for the internal habitable rooms, the required World Health Organisation (WHO) criteria is achievable with open windows and no mitigation measures. For the external amenity areas

the measured levels show the WHO guidelines can also be achieved. However, due to the tonality of the sub-station noise it is advised that further upgrade measures should be provided to protect the proposed residential dwellings from sub-station noise as far as feasible. The upgraded mitigation measures include the provision of a 2.5 metre high acoustic barrier along the eastern boundary of the site, upgraded glazing to the habitable rooms and a mechanical ventilation system. Currently the acoustic fence proposed is only 1.8 metres high. Therefore, in absence of further detail and/or a response from the EHO a condition is recommended to control the detail of the acoustic fence. This is considered reasonable given that appropriate mitigation can clearly be achieved without amendments to the layout. Accordingly, the proposals are considered to comply with Local Plan Policies 5 and 46, along with the provisions of the NPPF in this regard.

(c) Affordable Housing

The affordable housing units are to be provided in the form of three terraces distributed in blocks throughout the site. Their location would therefore accord with Local Plan Policy 21. Twelve affordable homes are proposed: 6 x 2 bed and 2 x 3 bed affordable rented and 2 x 2 bed and 2 x 3 bed shared ownership. While the Housing Enabling Officer considers this to be acceptable it does represent a deviation from the legal agreement at outline.

The applicant has confirmed that the change in housing mix was made at the instigation of Bromford Housing Association (i.e. the registered housing provider). While the Housing Enabling Officer has no objection to the change proposed a Deed of Variation is required. The applicant has confirmed that a draft Deed of Variation (DOV) has been forwarded to the Council's Solicitors, who, at the time of writing, were awaiting a costs undertaking and title information. The below recommendation is made pending completion of the DOV.

Update: A Deed of Variation (DOV) has been entered into, to regularise the discrepancy between the Unilateral Undertaking (UU) submitted at outline and what is now proposed. For the avoidance of doubt the Housing Enabling Officer has raised no objection to the DOV since the variation is considered to be of benefit and provides the Council with a greater variety of affordable homes than what was offered previously. In response to the Housing Enabling Officer's original comments Members should note that the application plans have been amended to 1) increase the size of the Dart house types to 85m² so that they accord with the dwelling sizes stipulated in the original UU 2) to include an additional parking space for Plot 31 and 3) to make provision for rear access and adequate visibility to Plots 1-4. It is notable that the County Highway's Officer has now confirmed that the Highway Authority has no objections to the proposals. Accordingly, the proposals are considered to accord with Local Plan Policy 21 and LEC.2

(d) Highways

Access, including the removal of the road bridge, was considered and agreed at the outline stage. The point of access and the removal of the railway bridge is not therefore a consideration for this application. This has been confirmed by the County Highways Officer.

However, it is pertinent to note that as part of this application the applicant is seeking a minor modification to the proposed re-grading of Burford Road. The submitted drawings demonstrate that the height of the road will be lowered following the removal of the bridge, although a slight vertical incline will remain. The height of the road will be lowered by approx. 1m from the existing level. The County Highways Officer has confirmed that the proposed gradient will be sufficient to provide emerging visibility from the site access and is in accordance with current guidance.

Notwithstanding, the County Highways Officer has concluded that insufficient information had been submitted to adequately demonstrate that safe and suitable access for all can be provided in accordance with paragraph 32 of the NPPF. At the time of writing the following documents had not been provided despite being requested on the 7th November 2014:

- Road Safety Audit with Designer's Response and/or Exception Report
- NMU Context Report in accordance with HD42/05
- Forward and emerging vehicular visibility splays throughout the site

The amended layout shows that the majority of the units will have two parking spaces per open market dwelling, along with either a double bay or single garage. For the affordable units, two spaces each are provided, apart from Unit 31 which has one parking space. None of the affordable housing units have garages. Car parking spaces appear to be of a sufficient distance from dwellings and/or garages to enable electric car charging (awaiting confirmation from the County Highways Officer). A Parking Justification Statement has been submitted by the applicant and the County Highway Officer's comments are awaited in this regard.

There is a requirement for the reserved matters to include details of secure cycle storage for apartments and communal units. No such units are proposed on the site.

An amended swept path analysis was received on 16/03/2015. Final comments are awaited from the County Highways Officer which cannot be provided until the above outstanding information has been submitted and considered, although any outstanding issues are considered to be resolvable.

Update: Following the submission of further information on the 18th May 2015 the County Highways Officer is now in a position to confirm that the Highway Authority has no objection to the proposals. A copy of the Highway Officer's final comments is attached to this report. Accordingly, the proposals are considered to accord with Local Plan Policies 38 and 39 in addition to the provisions of the NPPF, in particular paragraph 32 and 39.

Members should note that there has been no need to make any changes to the location or extent of the proposed dry stone boundary walls in order to accommodate visibility splays required by the Highway Authority. This detail therefore remains unaltered.

9. Conclusion:

Officers consider that the proposed design, scale, layout and landscaping of the development would be acceptable in this edge of town location and the proposal would accord with the considerations of the National Planning Policy Framework (NPPF) and Cotswold District Local Plan Policies 18, 21, 38, 39, 42, 45, 46 and LEC.2.

10. Proposed conditions:

The development shall be started by 2 years from the date of this decision notice or five years from the date of outline planning consent ref: 12/00528/OUT, whichever is the later.

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.

The development hereby approved shall be implemented in accordance with the following drawing number(s):

RHSW.5348.02.LP001, RHSW.5348.02.PL002 Rev H, RHSW.5348.02.MP002 Rev G, RHSW.5348.02.EP002 Rev E, RHSW.5348.02.SH002 Rev B, RHSW.5348.02.AP002 Rev B, RHSW.5348.02.SS002, F-SD0902, F-SD0906, F-SD0910, F-SD0911, F-SD0917, F-SD0918, F-SD0922, D08 Rev H, D03, RED 19718 11C Sheet 1 of 3, RED 19718 11C Sheet 2 of 3, RED 19718 11C Sheet 2 of 3, R321/03, R321/21 Rev G, R321/22 Rev G, R321/23 Rev G, R321/27 Rev F, R321/28 Rev E, R321/29 Rev F, R321/24 Rev F, R321/25 Rev F, R321/26 Rev E, R321/37 Rev C, R321/43, R321/45 Rev A, R321/54, R321/63 Rev C, Single Garage Type 1 Rev B, Double Garage Type 2 Rev B, Triple Garage Type 1, Triple Garage Type 2 Rev C, Tavy/Dart 'Shared Ownership' (45-48) Floor Plans Rev B, Tavy/Dart 'Shared Ownership' (45-48) Elevations Rev B, Tavy/Dart 'Shared Ownership' (45-48) Side Elevations Rev B, Tavy/Dart 'Rented' 30-33 Floor Plans Rev B, Tavy/Dart 'Rented' 30-33 Elevations Rev B, Tavy/Dart 'Rented' 30-33 Side Elevations Rev B, Tavy 'Rented' Floors Plans Rev, Tavy 'Rented' Plots 1-4 Elevations Rev C, Tavy 'Rented' Plots 1-4 Side Elevations Rev B, Highgate 5 Elevations and Floor Plans, Balmoral Elevations and Floor Plans, Burford Floor Plans, Burford Elevations Rev A, Harrogate Elevations and Floor Plans, Poulton Elevations and Floor Plans, Cambridge Elevations and Floor Plans, Warwick (Corner) Rev A and Warwick Rev B.

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with paragraphs 203 and 206 of the National Planning Policy Framework.

The external walls of the development hereby permitted shall be built of natural rubble walling stone, artificial rubble walling stone and roughcast through-coloured render.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials that are appropriate to the site and its surroundings. It is important to protect and maintain the character and appearance of the area in which this development is located.

The roofslopes of the development hereby permitted shall be covered with artificial Cotswold stone tiles, laid to diminishing courses, and natural blue slates.

Reason: To ensure that, in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials that are appropriate to the site and its surroundings. It is important to protect and maintain the character and appearance of the area in which this development is located.

Prior to the construction of any external wall of the development hereby approved, samples of the proposed walling and roofing materials shall be approved in writing by the Local Planning Authority and only the approved materials shall be used.

Reason: To ensure that, in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials of a type, colour, texture and quality that will be appropriate to the site and its surroundings.

Prior to the construction of any external wall of the development hereby approved, a sample panel of natural stone walling of at least one metre square in size showing the proposed stone colour, coursing, bonding, treatment of corners, method of pointing and mix and colour of mortar shall be erected on the site and subsequently approved in writing by the Local Planning Authority and the walls shall be constructed only in the same way as the approved panel. The panel shall be retained on site until the completion of the development.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials of a type, colour, texture and quality and in a manner appropriate to the site and its surroundings. Retention of the sample panel on site during the work will help to ensure consistency.

Prior to the construction of any external wall of the development hereby approved, a sample panel of artificial stone walling of at least one metre square in size showing the proposed stone colour, coursing, bonding, treatment of corners, method of pointing and mix and colour of mortar shall be erected on the site and subsequently approved in writing by the Local Planning Authority and the walls shall be constructed only in the same way as the approved panel. The panel shall be retained on site until the completion of the development.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials of a type, colour, texture and quality and in a manner appropriate to the site and its surroundings. Retention of the sample panel on site during the work will help to ensure consistency.

Prior to the construction of any external wall of the development hereby approved, a sample panel of render of at least one metre square in size showing its proposed texture and colour shall be erected on the site and subsequently approved in writing by the Local Planning Authority and the walls shall be constructed only in the same way as the approved panel. The panel shall be retained on site until the completion of the development.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy 42, the development will be constructed of materials of a type, colour, texture and quality and in a manner appropriate to the site and its surroundings. Retention of the sample panel on site during the work will help to ensure consistency.

No bargeboards or eaves fascias shall be used in the proposed development.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

All door and window frames shall be recessed a minimum of 75mm into the external walls of the building.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

The external windows and doors shall be finished in a colour to be first submitted to and approved in writing by the Local Planning Authority and shall thereafter be permanently retained in the approved colour/finish unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

All other timber finishes (gates, fences, lintels, posts and porch canopies) shall be first submitted to and approved in writing by the Local Planning Authority and shall thereafter be permanently retained in the approved colour/finish unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

Notwithstanding the approved plans, prior to the construction of any external wall of the development hereby approved, the design and details of the ridges, verges, eaves, valleys, chimneys, dormers, lintels, cills, reveals, windows, bay windows, doors, porches, garage doors and railings shall be submitted to and approved in writing by the Local Planning Authority. The design and details shall be accompanied by drawings to a minimum scale of 1:5 with full size moulding cross section profiles, elevations and sections. The development shall only be carried out in accordance with the approved details and retained as such at all times.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

The new rooflight(s) shall be of a design which, when installed, shall not project forward of the roof slope in which the rooflight(s) is/are located.

Reason: To ensure the development is completed in a manner sympathetic to the site and its surroundings in accordance with Cotswold District Local Plan Policy 42.

The entire landscaping scheme shall be completed by the end of the planting season immediately following the completion of the development or the site being brought into use, whichever is the sooner.

Reason: To ensure that the landscaping is carried out and to enable the planting to begin to become established at the earliest stage practical and thereby achieving the objective of Cotswold District Local Plan Policy 45.

Any trees or plants shown on the approved landscaping scheme to be planted or retained which die, are removed, are damaged or become diseased, or grassed areas which become eroded or damaged, within 5 years of the completion of the approved landscaping scheme, shall be replaced by the end of the next planting season. Replacement trees and plants shall be of the same size and species as those lost, unless the Local Planning Authority approves alternatives in writing.

Reason: To ensure that the planting becomes established and thereby achieves the objective of Cotswold District Local Plan Policy 45.

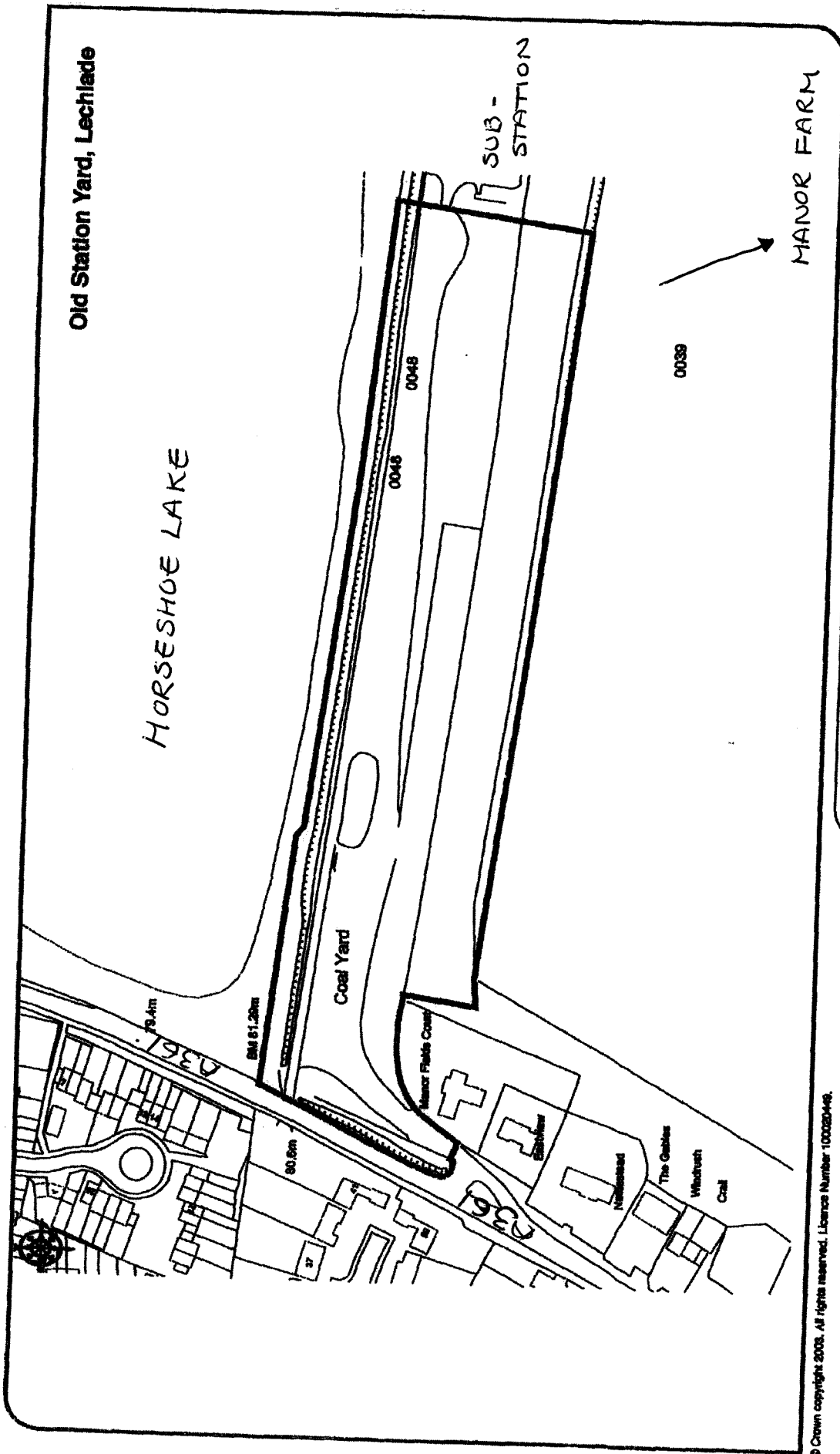
Before any part of the development is occupied, a Landscape Management Plan, including management responsibilities and maintenance schedules for all landscape areas (including the Public Open Space and equipped play area), both during and after the implementation of the approved development, shall be approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason: To ensure proper management of the landscape at the site which is important to the appearance and character of the site and surrounding area in accordance with Cotswold District Local Plan Policy 45.

Notwithstanding the submitted plans, details of the play equipment labelled on RED 19718 11C Sheet 2 of 3, including a timescale for its installation, shall be submitted to and agreed in writing by the Local Planning Authority prior to first occupation.

Reason: To ensure that adequate play equipment is provided and that proper on-going management is in place which is important to the appearance and character of the site and surrounding area in accordance with Cotswold District Local Plan Policy 45 and the National Planning Policy Framework.

14/04198/REM



Location:	Old Station Site, Station Road, Lechlade,
Date:	Sept. 2014
Scale:	1:2000
Job Number:	5348
Drawing Number:	RHSW.5348.02.LP001
Drawn by:	
	Redrow Homes South West



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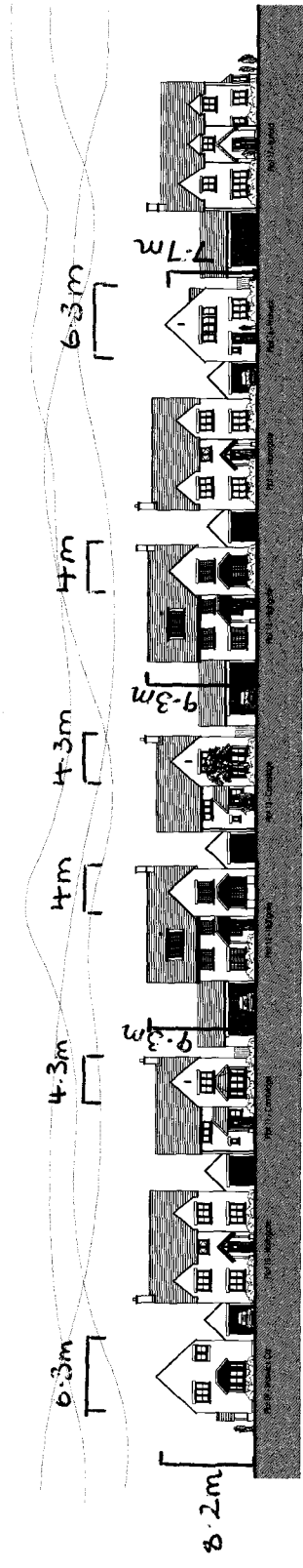
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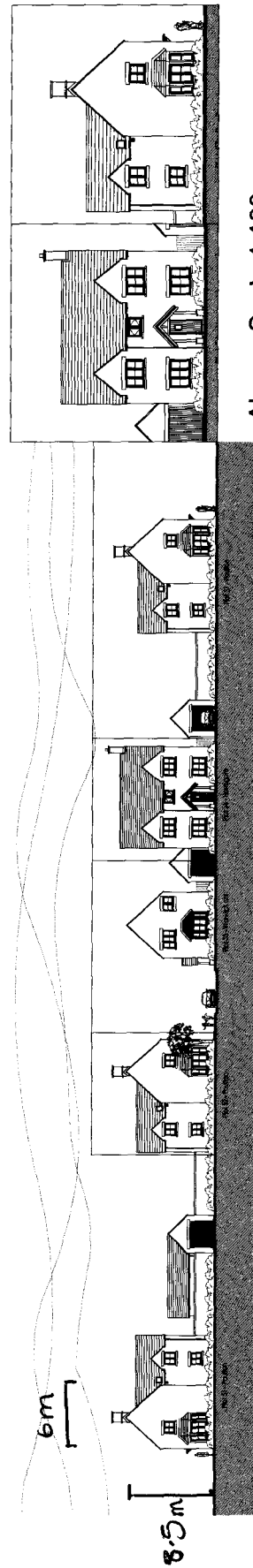
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<p>REDROW HOMES 1155 1155 1155</p>	
<p>Lettings 1155 1155 1155</p>	<p>REDROW HOMES 1155 1155 1155</p>

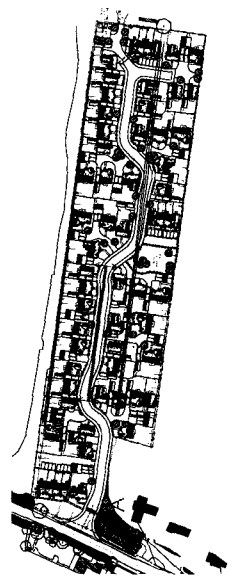


Proposed Site Section A-A (1:150)



Above: Scale 1:100

Proposed Site Section B-B (1:150)



**Highways Development Management**Shire Hall
Gloucester
GL1 2THKatherine Brommage
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Please ask for: Alison Curtis

Our Ref: C/2014/032825

Your Ref: 14/04198/REM

Date: 20 May 2015

Dear Katherine,

**TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAY RECOMMENDATION**

LOCATION: Old Station Site, Burford Road, Lechlade, Gloucestershire
PROPOSED: Reserved matters application pursuant to Outline Planning
Application 12/00528/OUT for the layout, appearance, scale and landscaping of
61 residential dwellings together with associated infrastructure, including
revised levels to A361

This review has been based on drawings numbered RHSW,5348,02,PL001 Rev E, R321/03, R321-63 Rev C and R321/54. The application seeks Reserved Matters permission for 61 residential dwellings. The principal of development and removal of the railway bridge was secured, in line with Policy under permission 12/00528/OUT.

Removal of the Bridge

The removal of the bridge was established and secured at Outline Planning stage and is in line with current Policy. The bridge is required to be removed in order to provide safe and suitable access to the site. The removal or not of the bridge is no longer a matter of discussion.

Drawings numbered R321/03 and R321/54 demonstrate that the height of the road will be lowered following the removal of the bridge albeit that a slight vertical incline will remain. The height of the road will be lowered by 1m from the existing level. Following review of the longitudinal sections the proposed gradient will be sufficient to provide emerging visibility in the

from the site access and is in accordance with current guidance. Please note as part of this review I have not assessed the construction details that have also been submitted.

Pedestrian Access

The outline permission is subject to a number of conditions, number 11 requires the improvements to the pedestrian network identified in the Pedestrian and Cycle Audit (Figure 6 of the Transport Assessment submitted to support application 12/00258/OUT) to be undertaken before work begins on site. I note some objections have been raised based on a lack of pedestrian improvements, the developer is still required to provide these improvements and is still bound by the conditions attached to the Outline permission.

Internal Layout

A Swept Path Analysis demonstrating an 11.5m long refuse vehicle traversing the site with an oncoming estate car has now been submitted.

A Road Safety Audit has been submitted along with the Designer's Response and/or Exception Report. The issues raised by the Auditor have been satisfactorily addressed.

Forward visibility appropriate to the design speed has been provided on bends.

A Parking Justification statement has been submitted demonstrating that the level of car parking proposed is in accordance with the criteria set out in paragraph 39 of the NPPE. Visitor car parking is available on street and on plot for some of the larger dwellings.

Where trees are to be located immediately adjacent to a carriageway or footway a tree pit will be required.

Recommendation:

I refer to the above planning application received on 24th September 2014, with Plan(s) Nos RHSW,5348,02,PL001 Rev E, R321/03, R321-63 Rev C and R321/54 to which no Highway objection is raised.

Yours sincerely,

Alison Curtis
Development Co-ordinator