

Item No 01:-

15/03597/FUL (CT.3366/H)

**The Old White Horse Inn
Stroud Road
Frampton Mansell
Stroud
Gloucestershire
GL6 8HZ**

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Item No 01:-

Conversion of former inn to 2 no residential dwellings and erection of 2 no residential dwellings within the former inn car park, with car parking and associated works at The Old White Horse Inn Stroud Road Frampton Mansell Gloucestershire GL6 8HZ

Full Application 15/03597/FUL (CT.3366/H)	
Applicant:	Mr & Mrs S A & R C Wilson
Agent:	
Case Officer:	Claire Baker
Ward Member(s):	Councillor Nicholas Parsons
Committee Date:	12th October 2016
RECOMMENDATION:	REFUSE

Main Issues:

- (a) The Principle of two new dwellings and sustainability
- (b) Five Year Housing Land Supply
- (c) Scale and Design and Impact on the setting of the character and appearance of the AONB
- (d) Highway Matters
- (e) Amenity of neighbours
- (f) Affordable Housing

Reasons for Referral:

Officers have brought the application before the Committee for consideration in the light of recent decisions for residential development outside of the principle settlements as identified in the emerging Local Plan, the advice in the NPPF and previously reported appeal decisions. The application has also been subject to a Pre-Committee Site Inspection Briefing.

1. Site Description:

The White Horse Inn is located on the A419 Stroud Road and is adjacent to the former White Horse Filling Station which is now the Jolly Nice Take-Away and shop. The site is approximately 7 miles west of Cirencester and 6 miles east of Stroud. The village of Frampton Mansell is approximately 700 metres and the town of Minchinhampton approximately 3.5 miles from the site. The Whitehorse Inn has been closed for some time. To the rear of the White Horse Inn is a parking area with access from the minor road to Rodmarton. The site is located within the Cotswold Area of Outstanding Natural Beauty. The nearest existing residential properties are the White Horse Cottages to the other side of the adjacent minor road to Rodmarton.

2. Relevant Planning History:

13/02357/FUL Conversion of former White Horse Filling Station to A5 Takeaway permitted 6 August 2013.

13/02357/FUL Conversion of former public house to 4 no.apartments at The White Horse Inn, Frampton Mansell. Permitted 25 September 2013.

14/03775/FUL Conversion of former Inn to 2 no. residential dwellings and erection of 4 no. residential dwellings within the former Inn car park, with car parking and associated works Refused 10 February 2015.

3. Planning Policies:

NPPF National Planning Policy Framework
 LPR05 Pollution and Safety
 LPR38 Accessibility to & within New Developments
 LPR39 Parking Provision
 LPR42 Cotswold Design Code
 LPR46 Privacy & Gardens in Residential Developments

4. Observations of Consultees:

County Highways Officer: No objection subject to condition

Landscape Officer: No objection subject to conditions

Environmental Health Officer: No objection subject to conditions

5. View of Town/Parish Council:

No comments received to date

6. Other Representations:

2 letters of objection to the proposal as originally submitted:

- (i) would introduce a dense and alien form of development out of keeping with the locality;
- (ii) would increase the hazard on the highway due to displacement of approximately 20 existing parking spaces, together with the addition of 10 further cars associated with the properties;
- (iii) there have been accidents at the junction and damage caused to 1 White Horse Cottages;
- (iv) local facilities are not available for the new residents within 5 miles, far from the 5km suggested;
- (v) there is no local need for this housing given the development taking place in Cirencester; Tetbury and Kemble, as well as proposals in Minchinhampton;
- (vi) there is no economic advantage or employment arising from the proposal;
- (vii) the amenity of 1 White Horse Cottages would be adversely affected;
- (viii) the new builds would be out of character with the local area;
- (ix) removing modern extensions on the old pub would not compensate for the new houses and the loss of the 1.8 m wall;
- (x) it would be outside of the relevant provisions NPPF and Policies 19, 28 and 42 of the Local Plan;
- (xi) there is a lack of demand for properties in this area;
- (xii) there are outstanding contamination matters on the adjacent hot food take-away and planning permission should be refused until these matters are addressed;
- (xiii) it is likely that the ultimate intention is to develop the whole site for building at odds with the Local Plan and the AONB;
- (xiv) a traffic calming system at this very dangerous junction is required prior to any permission for 2 more houses.

7. Applicant's Supporting Information:

Planning Statement
 Landscape Appraisal
 Noise Report
 Highways Report

8. Officer's Assessment:

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The Proposal and Planning Background

The proposal is for the conversion of the former White Horse Inn to two dwellings and the erection of two dwellings to the rear on its former car park. The principle of the conversion of the former Inn has been established by the previous permission for its conversion to four flats. Officers have no objection to the alternative proposal of converting the former inn to two dwellings. However, Planning permission was refused in 2015 for the conversion of the former Inn to two residential dwellings and erection of four residential dwellings within the former inn car park. The application was refused for the following two reasons:

The site lies within the Cotswolds Area of Outstanding Natural Beauty wherein the Local Planning Authority is statutorily required to have regard to the purpose of conserving and enhancing the natural beauty of the landscape. The application site is outside of a settlement and is located in an area characterised by sporadic development of single or pairs of dwellings set in the landscape. The proposed development would introduce a dense and alien form of development in terms of its scale, massing, design and materials, which would be out of keeping with the character of the locality and would not reflect character, appearance and local distinctiveness of that part of the Cotswold administrative District. The proposal would therefore be contrary to paragraphs 58, 60 and 115 of the NPPF and Cotswold District Local Plan Policies 19(b) and 42.

The proposed development fails to demonstrate that the loss of the car park for the Jolly Nice restaurant, would not result in any displaced parking or interruption of the free flow of traffic on the A419, which would be contrary to paragraph 32 and 35 of the National Planning Policy Framework and Policy 38 of the Cotswold District Local Plan.

Since this application was refused, there have been a number of material changes which affect the current proposal. The proposal itself has been amended in terms of the number and scale and design of the new build dwellings; there has been a change to the parking arrangements for the adjacent hot food take-away and shop; and a change to the approach taken to the consideration of the sustainability of the site as a result of recent appeal decisions.

(a) The Principle of two new dwellings and sustainability

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. The development plan is therefore the starting point. In this case the development plan is the adopted Cotswold District Local Plan 2001 - 2011 and is referred to herein as the 'Local Plan'. As shown on the Proposals Map to the Local Plan, the application site is located outside of an adopted development boundary. The correct local policy to apply in terms of the principle of the proposed development is therefore Local Plan Policy 19 (Development Outside Development Boundaries).

Local Plan Policy 19 is positively written in that it supports development appropriate to a rural area provided that the proposals relate well to existing development, meets the criteria set out in other relevant local plan policies and results in development that does not significantly compromise the principles of sustainable development. However, Local Plan Policy 19 does explicitly exclude the development of new-build open market housing outside of adopted development boundaries.

The NPPF is a material consideration in the determination of planning applications. The NPPF requires local planning authorities to 'boost significantly the supply of housing' (NPPF, paragraph 47) and requires planning decisions for housing to be considered in the context of the 'presumption in favour of sustainable development' (NPPF, paragraph 14 and 49).

Paragraph 14 of the NPPF states that in decision taking the presumption in favour of sustainable development means:

approving development proposals that accord with the development plan without delay; and

where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework, taken as a whole, or

- specific policies in this Framework indicate development should be restricted. (Guidance in this respect is provided by footnote 9.)

With regard to footnote 9 (page 4 of the NPPF), the site is within the Cotswolds Area of Natural Beauty. There are therefore specific policies in the NPPF that indicate that development should be restricted. A recent High Court Decision in March this year between Forest of Dean District Council, the Secretary of State for Communities and Local Government and Gladman Development Ltd confirmed that the first consideration should be given to the impact on heritage assets and if it is considered that there is harm, planning permission should be refused unless public benefits outweigh that harm.

The NPPF states that "there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles". These are an economic role whereby it supports growth and innovation and contributes to a strong, responsive and competitive economy. The second role is a social one where it supports "strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations". The third role is an environmental one where it contributes to protecting and enhancing the natural, built and historic environment. Paragraph 8 of the NPPF states that the three "roles should not be undertaken in isolation, because they are mutually dependent". It goes on to state that the "planning system should play an active role in guiding development to sustainable solutions."

To this end, the assessment of the application will have full regard to economic, social and environmental considerations. Since the Local Plan is 'out-of-date' in terms of its housing strategy it is the case that all housing applications that engage local plan policy have to be determined by applying the modified balancing test in paragraph 14 of the NPPF, unless the circumstances as described by Footnote 9 are applicable.

As the NPPF does not replace the adopted Development Plan it is necessary to consider in the planning balance, the weight to be accorded to any conflict with the adopted development plan. In accordance with Paragraph 215 due weight should be accorded to local plan policies according to their degree of consistency with the Framework. In respect of Local Plan Policy 19, at a recent appeal for housing development at Mickleton, the Inspector concluded that:

'15. It follows that the appeal scheme must contravene the requirements of policy 19. But, the policy is time-expired, conforms to a superseded strategy, fails to reflect the advice in the Framework (NPPF) in severely restricting rather than significantly boosting the supply of housing and conflicts with the emerging strategy now identifying Mickleton as one of 17 settlements in the District (other than Cirencester) suitable to accommodate additional dwellings. Moreover, adhering to the provisions of policy 19 in relation to the appeal proposal cannot be consistent with the recent permissions allowing 80 dwellings at Canada Lane and 70 homes at Arbour Close. In those circumstances, policy 19 can only be regarded as out-of-date. And, of course, the emerging Local Plan has not yet reached a stage where its mooted policies might reasonably serve as 'replacements'.

16. The 'legal' suggestion that policy 19 (or some of it) remains 'up-to-date' because elements chime with the Core Principles or other advice in the Framework is, I think, flawed. First, the policy criteria must logically be applied in the context of the policy, rather than as independent requirements unfettered by the carefully scripted scope of the policy itself. Second, the content of those criteria (requiring schemes for open market housing to relate well to existing patterns of development, to add little to car-borne commuting and to be 'sustainable', for example) has relevance not because it relies on the remnants of policy 19, but because it chimes with, and is endorsed by, the guidance in the Framework. Third, I disagree that the policy must imply open market housing to be appropriate to a rural area in order to engage with such development at all. The policy, as written, does engage with open market housing. But it insists that for such development to be 'appropriate to a rural area' it must be created by the replacement, subdivision or conversion of existing buildings; everything else is intended to be encumbered by some form of occupancy condition or to be offered as affordable housing.

17. Given that policy 19, the only policy cited as relevant, is 'out-of-date', the Development Plan can have little direct bearing on the determination of this appeal. Instead, as paragraph 14 of the Framework indicates, the proposal must be considered in the context of the presumption in favour of sustainable development and permission granted unless tests derived from specific policies in the Framework (or material considerations) indicate otherwise or any adverse impact of granting permission would significantly and demonstrably outweigh the benefits of the scheme when assessed against the Framework taken as a whole. Those are the tests that I apply here.'

It is therefore the Council's position that little weight can be accorded to Local Plan Policy 19 in the specific circumstances of this case.

The site is not located within a settlement and would not be considered suitable under the emerging Local Plan as expressed within the 'Local Plan 2011-2031: ~Submission Draft Reg. 19' document of June 2016. The Reg 19 document comprises the consideration of representations received following the Reg. 18 (Development Strategy and Site Allocations) consultation process and updated evidence preparatory to submission for the Local Plan Inquiry Stage. The application site is not within a settlement that is proposed as one of the District's 17 most sustainable settlements within the Reg 19 document. The seventeen principle settlements were selected on the basis of their social and economic sustainability, including accessibility to services and facilities. By, definition therefore, the application site is considered to lack services and facilities necessary to sustain growth over the emerging plan period.

In the emerging local plan, Policy DS3 sets out the principles of residential development outside of the principal settlements. It states:

1. Outside the Development Boundaries of Principal Settlements, small-scale residential development will be permitted provided it:
 - (a) is within or adjacent to a rural settlement;
 - (b) is of a proportionate scale and maintains and enhances sustainable patterns of development;
 - (c) complements the form and character of the settlement;
 - (d) does not have an adverse cumulative impact on the settlement having regard to other developments permitted during the Local Plan period; and
 - (e) demonstrably supports or enhances the vitality of the local community and the continued availability of services and facilities locally.

2. Applicants proposing two or more residential units on sites outside Development Boundaries should complete a rural housing pro-forma and submit this with the planning application.

The above draft policy may be subject to change as a result of the current consultation process and as a result carries minimal weight at the present time.

Paragraph 55 of the NPPF states that Local Planning Authorities should avoid new isolated homes in the open countryside. However, the NPPF also confirms that, in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Paragraph 55 states that where there are groups of smaller settlements, development in one village may support services in a village nearby. Whilst the only facility located close to the development site is the Jolly Nice Take-Away and shop, the site is located only approximately 700 metres from the village of Frampton Mansell and approximately 3.5 miles from the town of Minchinhampton. Frampton Mansell has a pub and village hall, whilst the facilities at Minchinhampton include a pub, restaurants, primary school, doctor's surgery, post office, chemist, library and general store. In addition there are bus stops within walking distance of the site with regular buses to both Cirencester and Stroud which afford access to the range of facilities, secondary schools, and places of employment that these centres provide. There is also a private bus that provides transport to Stroud and Cirencester Colleges.

However, since the application was originally submitted, Members will be aware that there have been appeal decisions that are relevant to the assessment of whether the application site can be considered to be a sustainable location. In these appeal decisions the Inspectors considered whether the appeal sites were well located for access to local facilities and services other than by car. They concluded that they were not due to the nature of the roads and footpaths which linked the application sites with the service centres. In the light of these decisions, Officers have reassessed the current proposal.

The application site is linked to Frampton Mansell and Minchinhampton by narrow winding A roads and the A419 that have neither footpaths nor street lights and are subject to the National speed limit. Walking or cycling to Frampton Mansell would require pedestrians and cyclists to cross the busy A419, whilst walking or cycling to Minchinhampton and would require pedestrians and cyclists to walk or cycle along the A419. Both of these routes could be hazardous particularly after dark and in bad weather and this would discourage access on foot or by bicycle.

Stroud and Cirencester Colleges both operate a private bus which caters for students outside of the town centres. There are also bus stops within walking distance of the site and the applicant's agent has submitted timetables which demonstrate that there are regular services to Stroud and Cirencester which would afford residents of the proposed dwellings access to the range of facilities, including the secondary schools, located within these centres by public transport. However, the last buses from the centre of Cirencester and Stroud respectively are 17:50pm and 16:50pm. Officers are therefore of the view that the times of the last buses may restrict access to employment at these centres causing future residents to rely on the use of a private car.

The applicant's agent has suggested that the Jolly Nice Take-Away and shop would cater for the day to day needs of any future residents. However, Officers are of the view that the products on offer would not preclude the need for any future residents to access a wider range of facilities at locations that could not be reasonably accessed without recourse to the use of a private car.

The applicant's agent has also drawn attention to the fact that there is an extant planning permission for the conversion of the former inn to 4 flats and that the current application would not therefore result in a net increase in dwellings when compared to this permission. However, whilst there would be only two dwellings in the converted inn as opposed to the four previously approved flats, the proposed dwellings would be larger and therefore able to accommodate a similar number of residents. The Highway Officer has also confirmed that she considers that the trip generation arising from the proposed development would be less than for the former inn. However, the nature of journeys being undertaken from residential properties would be likely to be more varied and extensive than those generated by the former commercial use.

Officers consider that case for the sustainability of the proposal must take into account all of the factors outlined in this report. On balance, it is considered that the future occupiers of the proposed new build dwellings would be far more likely to rely on the use of a car to gain access to services and facilities contrary to Paragraph 17 of the NPPF which requires that the fullest possible use is made of public transport, walking and cycling. Officers are therefore of the view that the application site would be an unsustainable location for the erection of 2 dwellings contrary to Paragraphs 17 and 55 of the NPPF.

(b) Five Year Housing Land Supply

Paragraph 47 of the NPPF states that Councils should identify a supply of deliverable sites sufficient to provide five years' worth of housing. It also advises that an additional buffer of 5% or 20% should be added to the five year supply 'to ensure choice and competition in the market for land'. In instances when the Council cannot demonstrate a five year supply of deliverable housing sites, Paragraph 49 states that the 'relevant policies for the supply of housing should not be considered up-to-date'.

In May 2015 an updated five year housing land supply report was published as part of the Council's annual monitoring. The May 2015 report identifies that the Council is able to demonstrate a five year housing land supply between 7.74 and 8.85 years dependent on the buffer applied. This latest position has been tested at appeal and attention is drawn to the aforementioned Mickleton appeal decision (Ref: APP/F1610/A/14/2228762). In this decision the Planning Inspector confirmed that he preferred 'the estimate, at 380dpa, put forward by the Council as the 'objective assessment of housing need' (paragraph 30) and found that it is 'inappropriate to apply the 20% buffer' (paragraph 33); concluding that:

'With a 5% buffer the agreed supply of housing would be sufficient to satisfy the 'objectively assessed housing need' of 380dpa over almost the next 9 years and the 500dpa requirement suggested by the appellants over a little more than the next 5 years. Hence, I consider that a 5-year supply of deliverable housing land is demonstrated.'

This position has been corroborated by the more recent appeal decision at Land South of Collin Lane, Willersey (CDC Ref: 14/04854/OUT and PINS Ref: APP/F1610/W/15/3121622) published on 23rd February 2016.

Since the issuing of the above appeal decisions the Council has also reviewed the Objectively Assessed Need (OAN) for housing in Cotswold District. The review indicates an increase in the housing requirement for the District from 7,600 to 8,400 dwellings over the period of the emerging Local Plan (2011-2031). In order to meet this additional requirement the Council will need to increase supply from 380 to 420 dwellings per annum. Whilst this increase has an impact on the Council's 5 year supply recent completion rates have been in excess of the 420dpa figure meaning that the Council can still demonstrate a supply in excess of 7 years. It is therefore considered that the Council can demonstrate a robust 5 year supply of deliverable housing land in accordance with Paragraph 49 of the NPPF.

The Council's positive land supply position is a material consideration in the determination of this application. However, it is accepted by the District Council that the fact that a 5 year housing land supply can be demonstrated is not, in itself, a reason to prevent granting planning permission for housing in light of the NPPF requirement to boost significantly the supply of housing. It is however, relevant to consider the weight to be accorded to the provision of housing in the planning balance.

(c) Scale and Design and Impact on the setting of the character and appearance of the AONB

Section 7 of the NPPF requires good design. Paragraph 58 states that decisions should ensure that developments: function well in the long term and add to the overall quality of an area; establish a strong sense of place, creating attractive and comfortable places; and respond to local character and history, reflecting the identity of the surroundings and materials, whilst not stifling innovation. Paragraph 60 states that local distinctiveness should be promoted or reinforced and Paragraph 61 that connections between people and places, with the integration of new development into the built and historic environment.

Policy 42 of the Local Plan requires that development should be environmentally sustainable and designed in a manner that respects the character, appearance and local distinctiveness of the Cotswold District with regard to style, setting, harmony, street scene, proportion, simplicity, materials and craftsmanship.

Since the previous application was refused and since the original plans for the current application were submitted, the proposals have been amended at the request of Officers. The proposed new dwellings would be a pair of 2 storey traditional cottages using traditional materials. The existing access would be utilized and 10 parking spaces at the rear would be provided for the converted and new build dwellings. Given the much improved design, Officers are of the view that the new dwellings would meet the requirements of Sections 7 of the NPPF, and Policy 42 of the Local Plan.

The site is located within the Cotswolds Area of Outstanding Natural Beauty (AONB). Section 85 of the Countryside and Rights of Way (CROW) Act 2000 states that relevant authorities have a statutory duty to conserve and enhance the natural beauty of the AONB.

Section 11 of the National Planning Policy Framework encourages the conservation and enhancement of the natural environment. Paragraph 109 states that the planning system should protect and enhance valued landscapes. Paragraph 115 states that great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty.

The site and the wider landscape falls just within character area 9D High Wold Dip Slope and is further refined as Cotswolds High Wold Dip-Slope (Landscape Strategy and Guidelines for the Cotswolds AONB). In the opinion of Officers, the site and the surrounding countryside typifies this type of landscape. The character assessment states that:

"The wide, elevated, gently undulating Dip-Slope landscape is sensitive to landscape change. Characteristic features such as wide panoramic views, a high degree of inter-visibility and limited woodland cover increase the sensitivity of the landscape."

However, the proposed houses would be located immediately behind the former White Horse Inn on land that is largely part of the former White horse Inn Car park. As the proposed housing would be located in close proximity to existing built development and as they would be located largely on a former car park, Officers do not consider that the introduction of two suitably design dwellings would detract from the character and appearance of this part of the AONB. Officers therefore consider that the proposal complies with paragraph 115 of the NPPF.

(d) Highway Matters

Since the previous refusal of planning permission for the conversion of the former inn to two dwellings and the erection of a further four new dwellings there has been a change in the parking arrangements for the adjacent Jolly Nice take-away and shop. In the refused proposal the application site included land that was used as overflow parking for the neighbouring commercial

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enterprise. Since that time the applicant has revised the parking arrangements so that part of the former car park would no longer be required for overflow parking for the hot food takeaway and shop. This has necessitated a change of use of the field and the introduction of a new access road and an additional access onto the minor road to Rodmarton. On the basis of the existence of the new parking and access arrangements, the County Highway Officer has withdrawn their previous highway objection. However, the new arrangements have been implemented without the benefit of Planning permission and therefore, until planning permission is granted for the new arrangements, there is no way of ensuring that these arrangements will be maintained in perpetuity. An application for retrospective permission for the new access and parking arrangements (16/03085/FUL) is the following item on this schedule.

With regard to the access and parking arrangements for the two new dwellings, the Highway Officer has concluded that the visibility at this part of the lane is good and that the parking arrangements are adequate and therefore no objections are raised subject to condition. Provided permission is granted for the new access and parking arrangements in association with the Hot food Take-Away and shop, the proposal is considered to comply with Local Plan Policies 38 and 39 and paragraph 32 of the NPPF.

(e) Amenity of neighbours

The nearest existing residential properties are 1 and 2 White Horse cottages which are located on the opposite side of the lane to the application site. Officers do not consider that the amenity of the occupiers of the neighbouring dwellings would be adversely affected by the proposed new dwellings and that the proposal would be in accordance with Local Plan Policy 46.

(f) Affordable Housing

An amendment to the National Planning Policy Framework Planning Practice Guidance (NPPG) states that contributions towards affordable housing should not be sought from developments of 10 units or less which have a maximum combined gross floor space of no more than 1000 square metres. As the proposed development is for 4 units whose combined floor space is less than 1000 square metres, the proposal does not warrant the provision of affordable housing or affordable housing contributions.

9. Conclusion:

Officers are of the opinion that, the case for the sustainability of the application site is finely balanced. Whilst it is recognised that the provision of 2 new build dwellings has some public benefit, having taken all the factors into account, the application is recommended for refusal as the site is considered to be an unsustainable location for new build dwellings. Officers, however, remain of the view that the dwellings would be of an acceptable scale and design that would not detract from the character or appearance of the Cotswolds Area of Outstanding Natural Beauty. It is also considered that the proposal would not have a severe impact on highway safety but this is dependent on planning permission being granted for the revised retrospective access and parking arrangements. It is considered that the proposal would not adversely impact on the residential amenity of the occupiers of nearby properties.

10. Reason for Refusal:

The proposed development would result in the erection of two, new-build open market houses outside an established Development Boundary and in a location which does not benefit from services, facilities and amenities. Whilst there are public transport links to Stroud and Cirencester they are time restricted for employment purposes. Furthermore, although the nearby settlements of Minchinhampton and Frampton Mansell do have a range of facilities, the road connection between these settlements and the application site are not considered to be safe enough to realistically encourage non-car use. The application site therefore represents an unsustainable location for new residential development and would result in future occupiers of the proposed dwellings having to rely on the use of the private motor car to undertake day to day activities. The proposal will therefore increase reliance on the use of the private motor car and increase car borne journeys contrary to guidance contained in the National Planning Policy Framework, in particular paragraphs 17 and 55.

The Old White Horse Inn,
Stroud Road, Frampton Mansell

15/03597/FUL CT.3366/H

13

Track

GP

181.0m

White Horse Cottages

LB

The White Horse

Filling Station

APPLICATION SITE

Scale: 1:1250



Accommodation Schedule

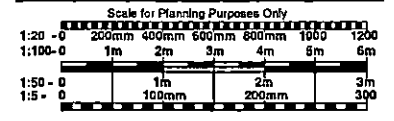
Unit	Description	Area (m ² /ft ²)
1	1B 2P 3 Storey House	157.0 / 1689
2	3B 6P 2 Storey House	150.0 / 1615
3	3B 6P 3 Storey House	195 / 2089
4	3B 6P 3 Storey House	195 / 2089
Total:		697 / 7502

Nott Site Area: 0.19 Ha (0.48 Acres)

Coverage (ft²/Ha): 39484
Coverage (ft²/Acro): 15629

B: Units 3&4. Gables to front elevation removed; rear extension roof modified 26.11.15
 A: parking spaces and footpaths widened. Dims added. Cycle parking added. Ped. access to Jolly Nice removed. 04.08.15

Revisions



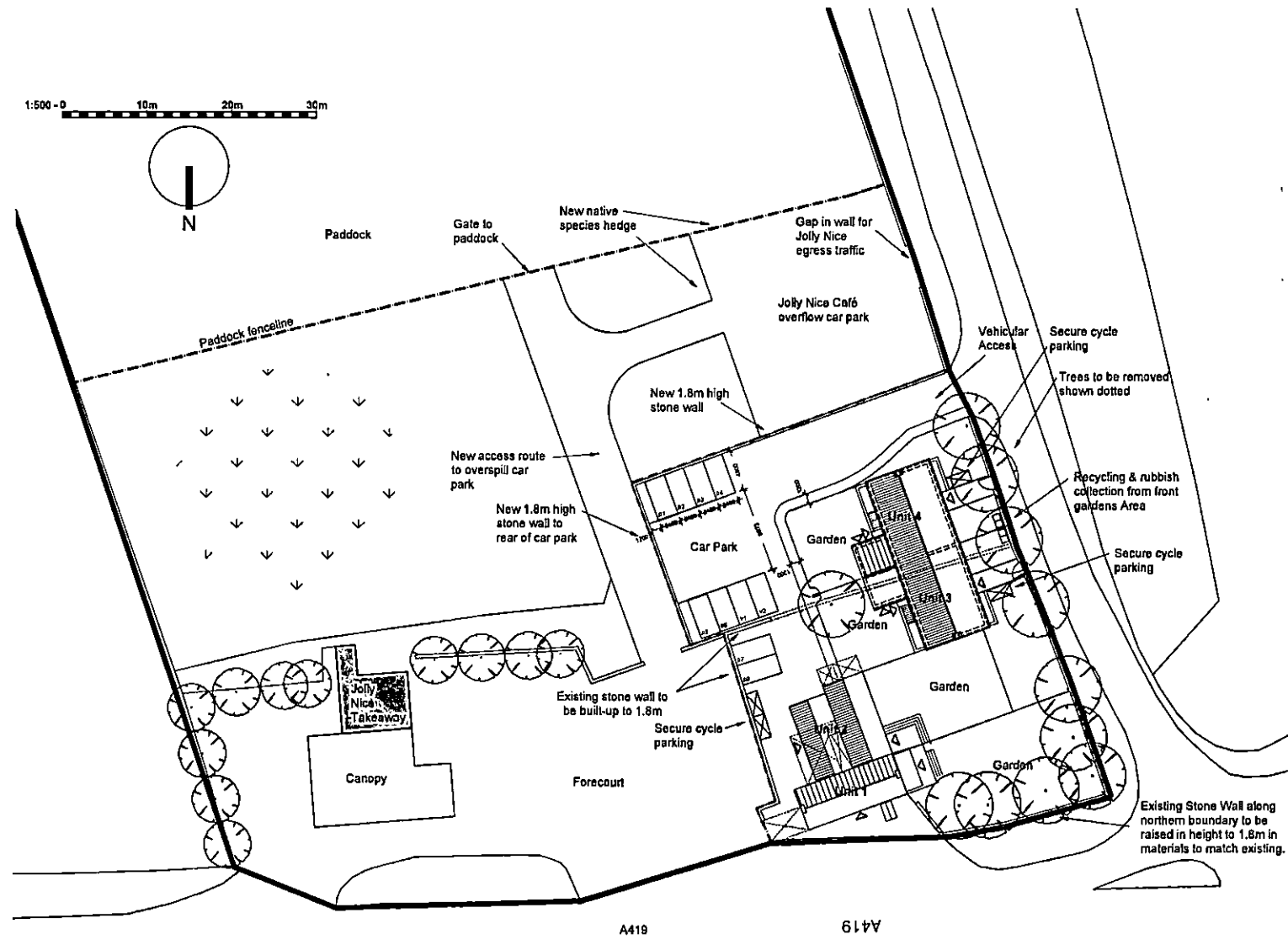
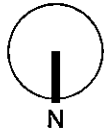
Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
 Adj. White Horse Filling Station
 Frampton Mansell
 Stroud
 GL6 8HZ**

Title: **Proposed Block Plan**

Status: **Planning**

Scale: 1:500 Date: 08/07/14 Drg No.: 103 Rev.: B



Proposed Block Plan
 Scale 1:500

15/03557/RUL



Proposed Street Scene

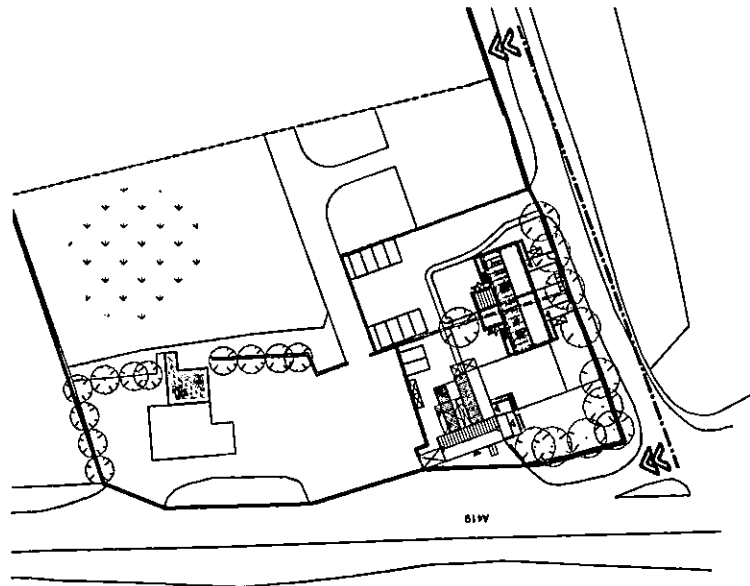
Scale 1:200

C: Window style amended; chimney amended; roof verge amended 10.01.16

B: Units 3&4: Gables to front elevation removed; front door porches modified; rear extension roof modified 26.11.15

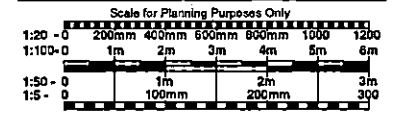
A: elevation style amended 040815

Revisions:



Site Location Plan

Scale 1:1000



Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

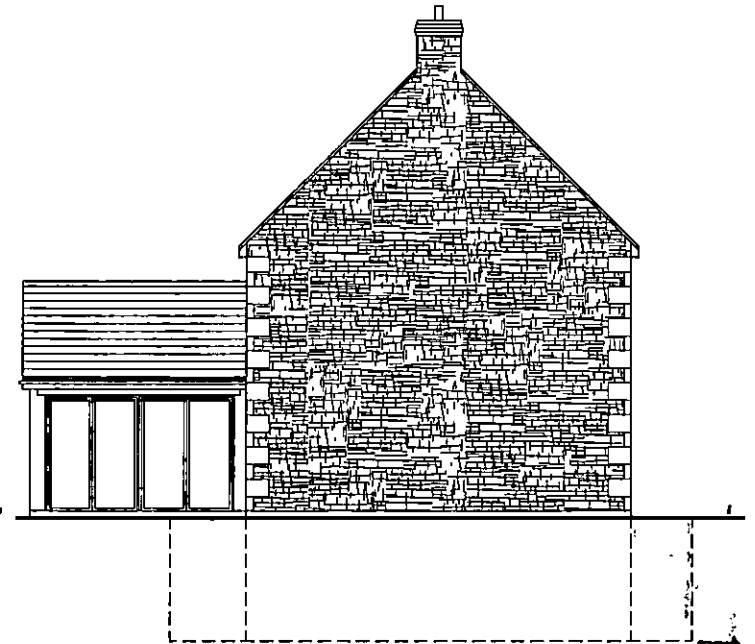
Title: **Proposed Street Scene**

Status: **Planning**



Proposed Front Elevation

Scale 1:100



Proposed Side Elevation

Scale 1:100

- C: Window style amended, chimney amended; roof verge amended 10.01.16
- B: Gables to front elevation removed; rear extension roof modified, glazing to rear staircase modified 26.11.15
- A: Front elevation style amended 040815

Scale for Planning Purposes Only

1:20 - 0	200mm	400mm	600mm	800mm	1000	1200
1:100 - 0	1m	2m	3m	4m	5m	6m
1:50 - 0	1m	2m	3m			
1:5 - 0	100mm	200mm	300			

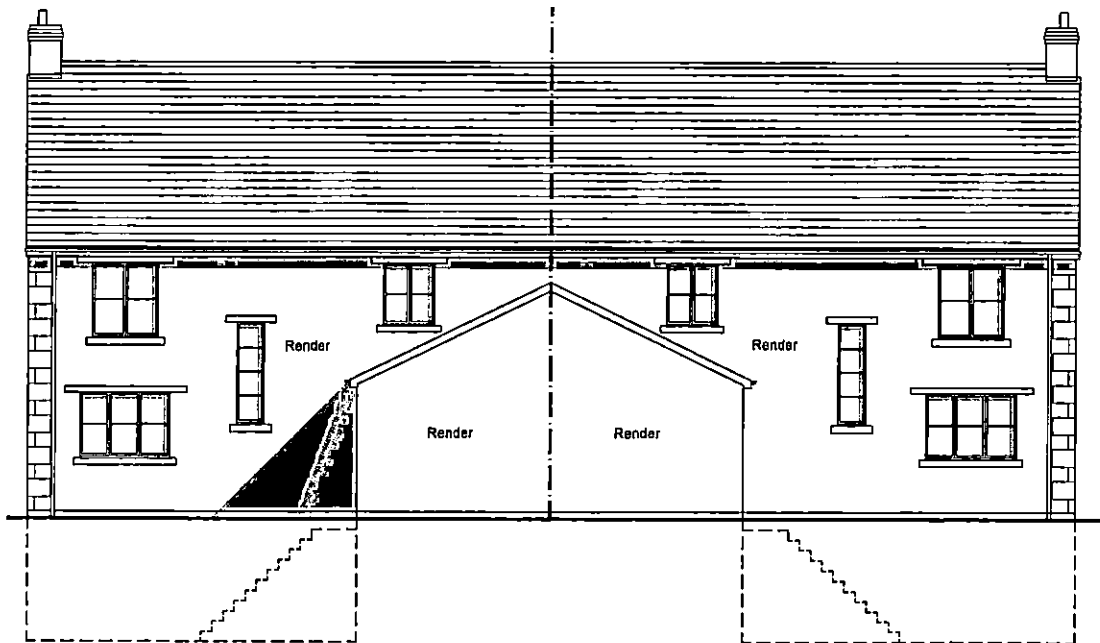
Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Unit 3 & 4 Elevations**

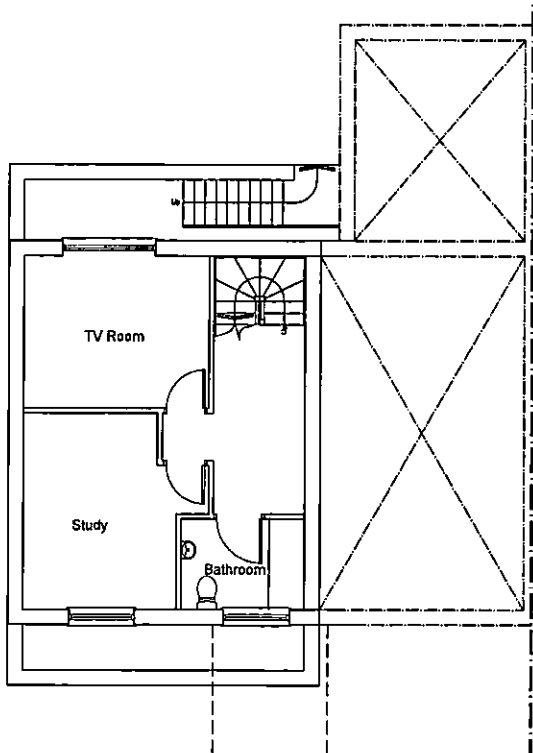
Status: **Planning**

Scale: 1:100 Date: 08/07/14 Drg No.: **117** Rev. **C**

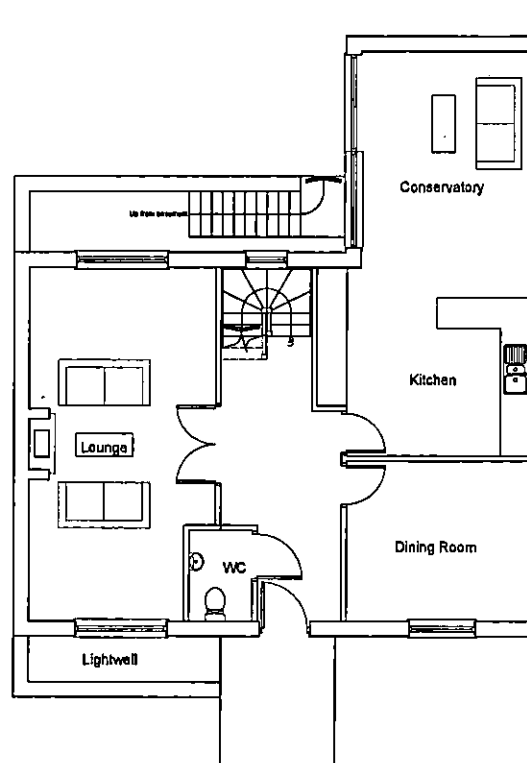


Proposed Rear Elevation

Scale 1:100



Proposed Basement Plan
Scale 1:100



Proposed Ground Floor Plan
Scale 1:100

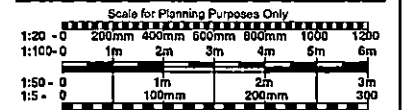
C: Window style amended; hearth added to support larger chimney 10.01.16

B: Window to ground floor staircase modified 26.11.15

A: Ground floor WC window removed. Front door centralised. 040815

Revisions:

17

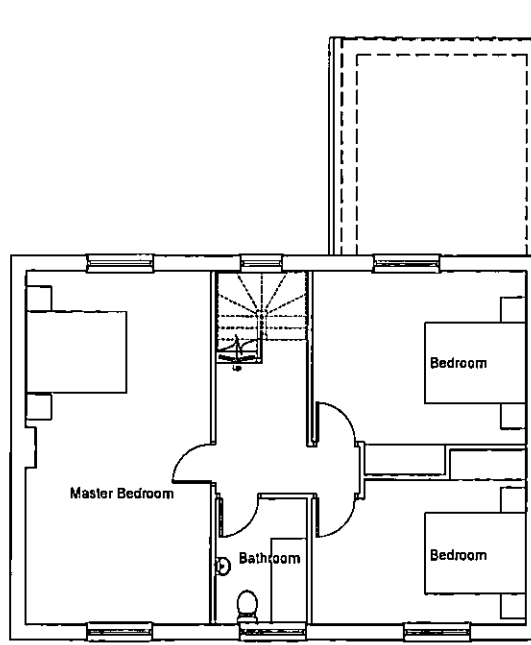


Client: **Harriet's Jolly Nice**

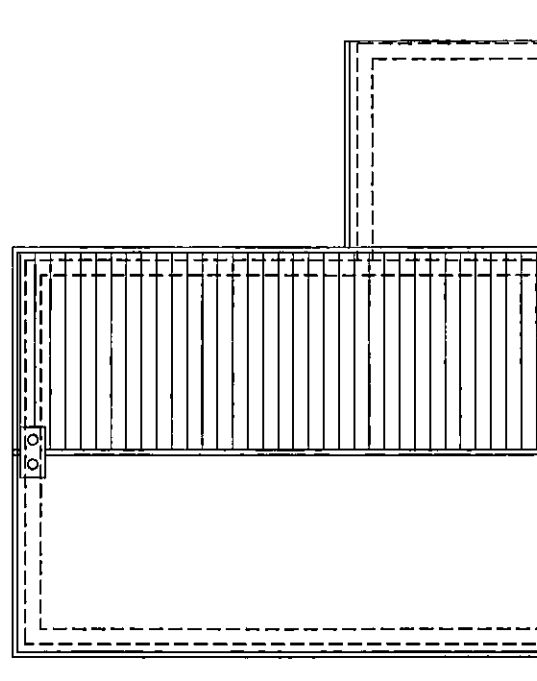
Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Unit 3 & Unit 4 (handed)
Basement and Ground Floor
Plans**

Status: **Planning**



Proposed First Floor Plan
Scale 1:100



Proposed Roof Plan
Scale 1:100

B: Window style amended; hearth added to support larger chimney 10.01.16

A: Staircase window modified, rear bedroom window modified, rear extension roof modified, front elevation gables removed 26.11.15

Revisions:

Scales for Planning Purposes Only

1:20 - 0	200mm	400mm	600mm	800mm	1000	1200
1:100 - 0	1m	2m	3m	4m	5m	6m
1:50 - 0	1m	2m	3m			
1:5 - 0	100mm	200mm	300			

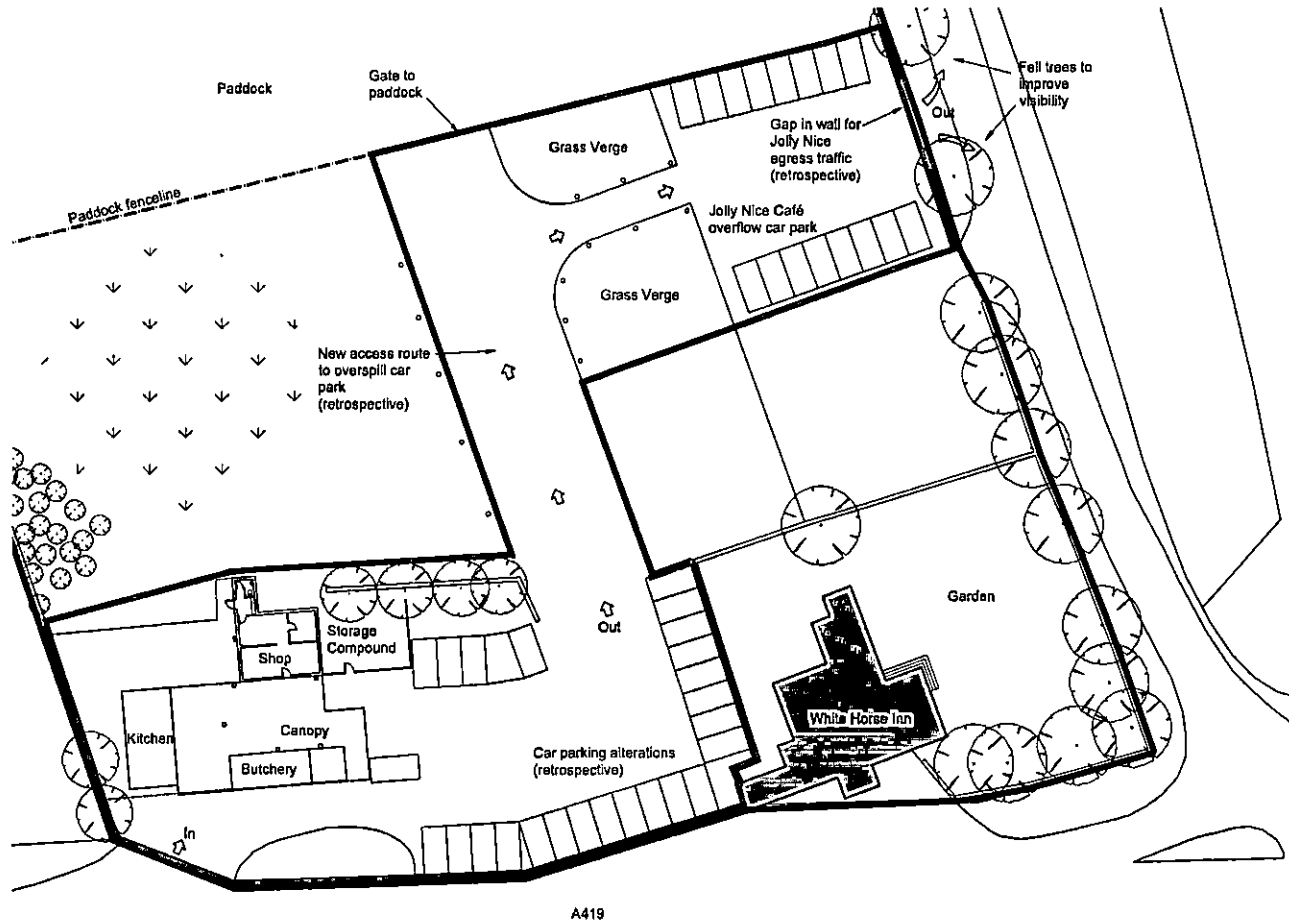
Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Unit 3 & Unit 4 (handed) First
and Roof Plans**

Status: **Planning**

1:500 - 0 10m 20m 30m



B: Red line amended, 02/08/16
 A: Notes amended, detail added 28/7/16
 Revisions:

19

Scale for Planning Purposes Only

1:20 - 0	200mm	400mm	600mm	800mm	1000	1200
1:100 - 0	1m	2m	3m	4m	5m	6m
1:50 - 0	1m	2m	3m			
1:5 - 0	100mm	200mm	300			

Client: Harriet's Jolly Nice

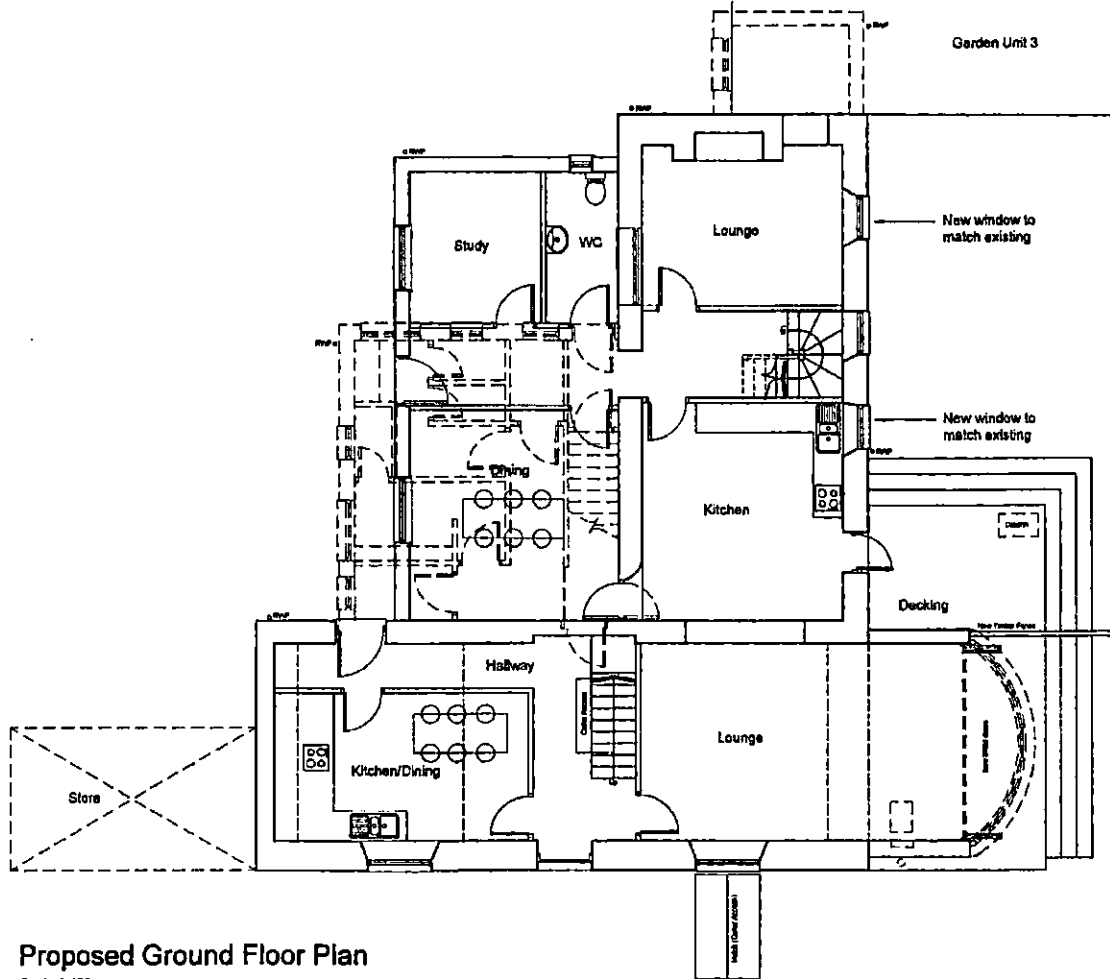
Project: Former Petrol Filling Station
 Kiosk Hot Food Takeaway
 Conversion
 GL6 8HZ

Title: Proposed Block Plan

Status: Planning

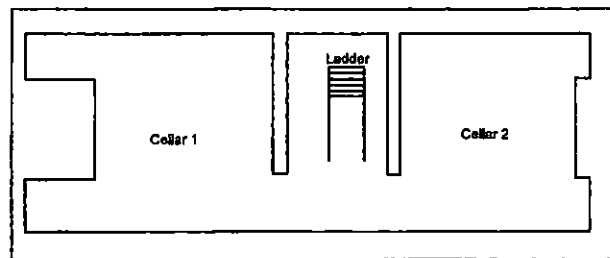
Proposed Block Plan
 Scale 1:500

FOR 16/03085/FUL (RETROSPECTIVE)



Proposed Ground Floor Plan

Scale 1:100

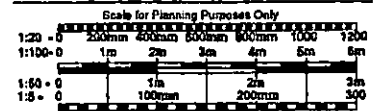


Proposed Cellar Plan

Scale 1:100

Revisions:

20

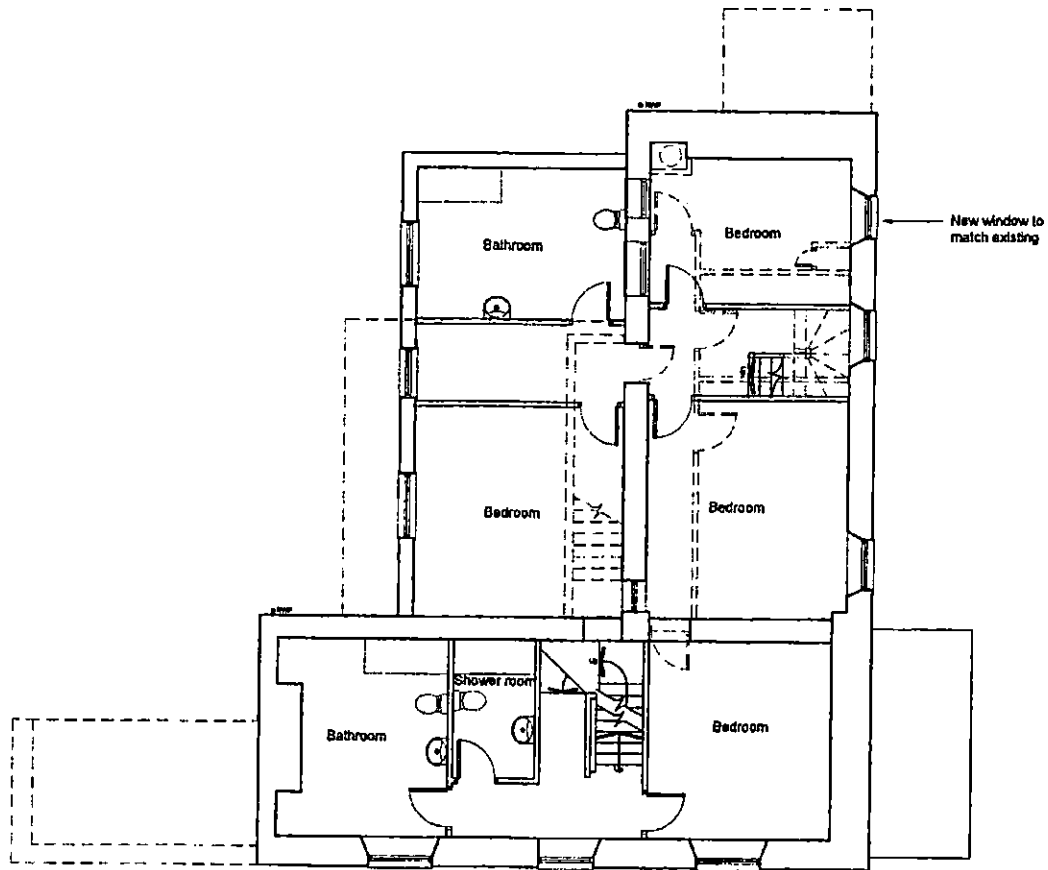


Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Proposed White Horse Inn
Conversion Basement &
Ground Floor Plan**

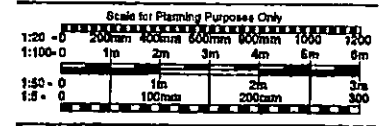
Status: **Planning**



Proposed First Floor Plan
Scale 1:100

Revisions

21

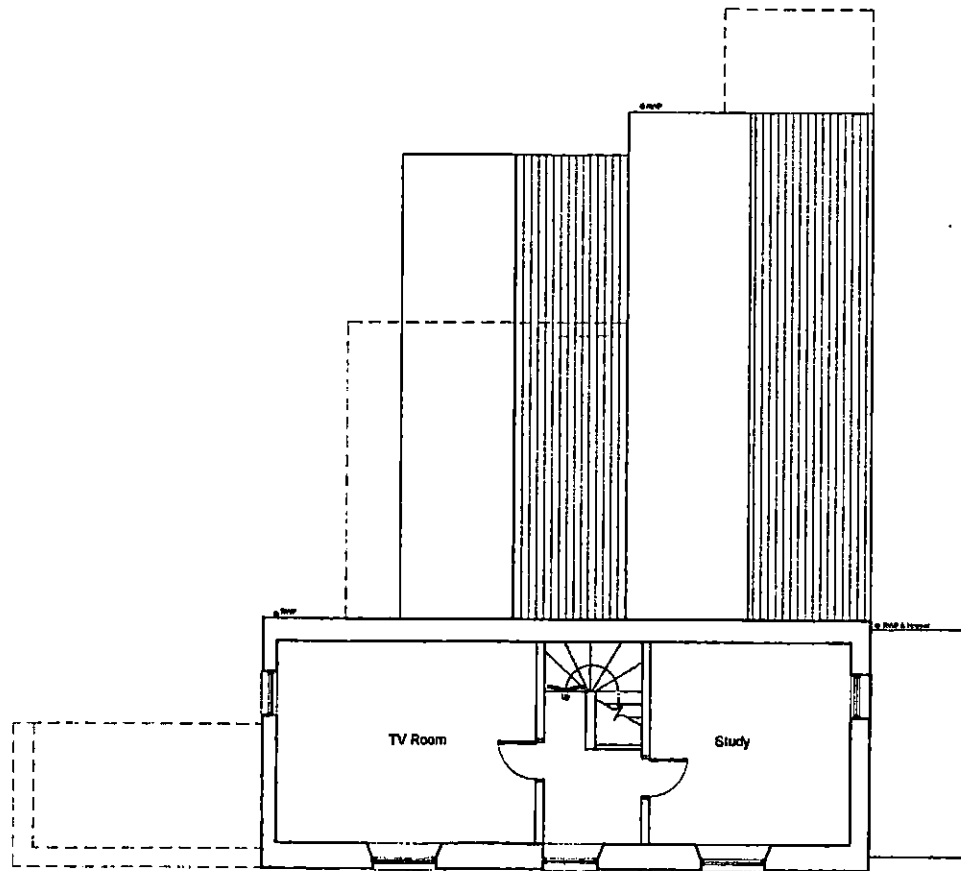


Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Proposed White Horse Inn
Conversion First Floor Plan**

Status: **Planning**



Proposed Second Floor Plan

Scale 1:100

Revisions

22

Scale for Planning Purposes Only

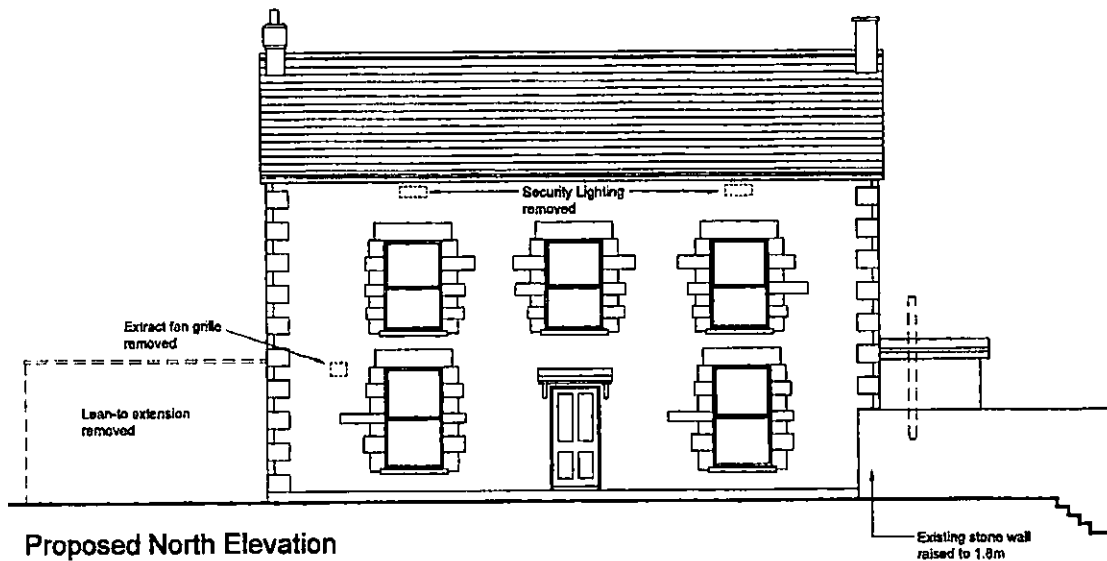
1:20 - 0	200mm	400mm	600mm	800mm	1000	1200
1:100 - 0	1m	2m	3m	4m	5m	6m
1:50 - 0	1m	2m	3m	4m	5m	6m
1:5 - 0	100mm	200mm	300			

Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

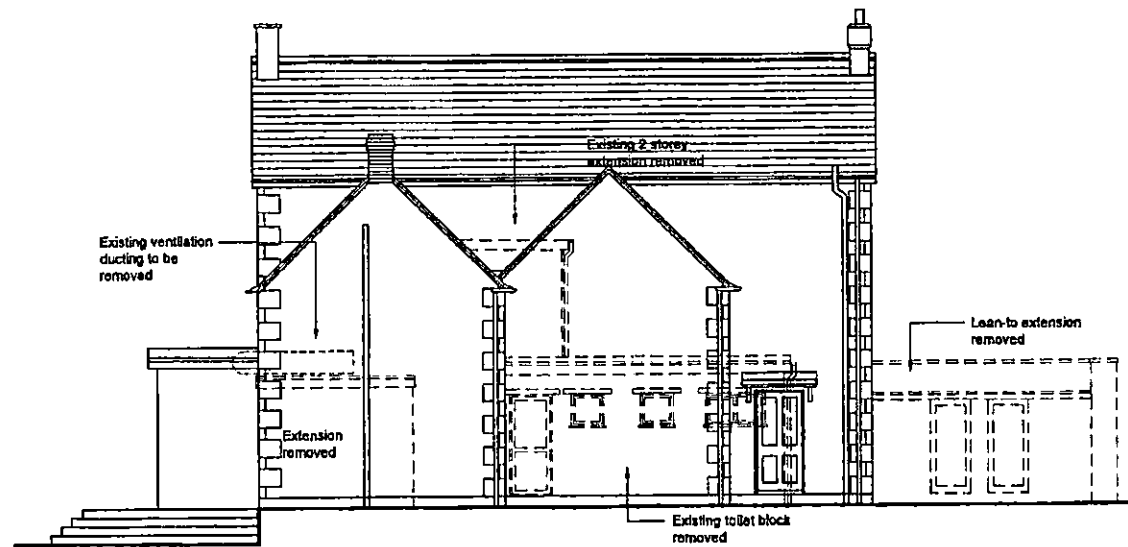
Title: **Proposed White Horse Inn
Conversion Second Floor Plan**

Status: **Planning**



Proposed North Elevation

Scale 1:100

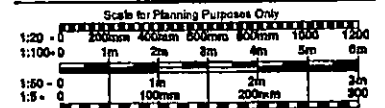


Proposed South Elevation

Scale 1:100

Revisions:

23

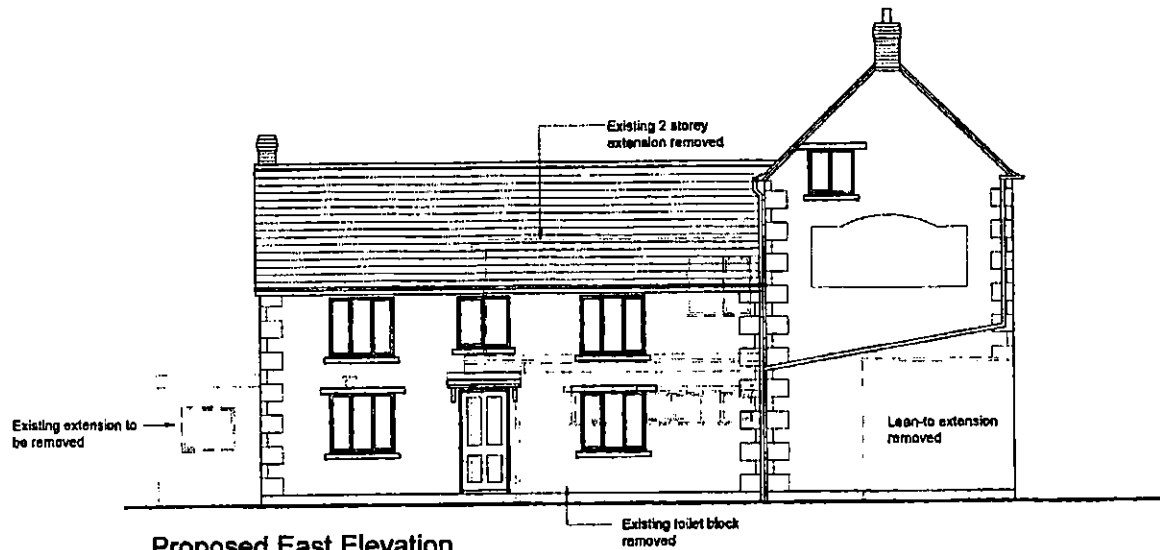


Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Proposed White Horse Inn
Conversion Front & Rear
Elevations**

Status: **Planning**



Proposed East Elevation

Scale 1:100

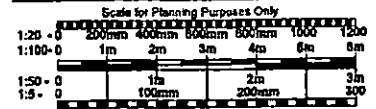


Proposed West Elevation

Scale 1:100

Revisions:

24



Client: **Harriet's Jolly Nice**

Project: **Proposed Housing
Adj. White Horse Filling Station
Frampton Mansell
Stroud
GL6 8HZ**

Title: **Proposed White Horse Inn
Conversion Side Elevations**

Status: **Planning**

Scale: 1:100 Date: 08/07/14 Drg No.: 114 Rev.: