

**Erection of single detached garage and addition of 2no. gable windows at Milverton Old Rectory Gardens Longborough Moreton-In-Marsh Gloucestershire GL56 0QF**

<b>Full Application 23/03756/FUL</b>	
Applicant:	Mr Manan Sagar
Agent:	Pershore Planning
Case Officer:	Helen Cooper
Ward Member(s):	Councillor David Cunningham
Committee Date:	12th June 2024
<b>RECOMMENDATION:</b>	<b>PERMIT</b>

**1. Main Issues:**

- (a) Design and Appearance and Impact upon designated heritage assets
- (b) Impact on the Cotswolds National Landscape (Area of Outstanding Natural Beauty)
- (c) Impact on Residential Amenity
- (d) Highways Safety
- (e) Biodiversity, Geodiversity and Trees
- (f) Other matters

**2. Reasons for Referral:**

2.1 This application has been referred to the Planning and Licensing Committee following assessment by the Committee Review Panel and further to the request by Councillor Cunningham:

2.1.1. *“With regard to your recommendation, I have some concerns, shared by Longborough PC, regarding the placement of this entrance and the details of how the proposed gates will address the issue of static traffic during operation.*

2.1.2 *GCCH have made it clear that they feel the proposal does have the potential to create an unsafe traffic environment and are seemingly raising no direct objection on the basis that they feel the LPA would be challenged on a refusal. This is, in my opinion, an unacceptable stance; the purpose of the statutory consultees is to provide their view based on their expertise - ultimately it is the LPA and possibly PINS who will decide whether a proposal is acceptable or not from a planning perspective.*

2.1.3 *Given this, I feel that this proposal requires further scrutiny by the Planning Committee to fully understand how the safety concerns raised by Highways will be addressed. Therefore, could you please present my request to the Agenda Review Panel, citing the unresolved issues of highways safety, potentially in contravention of CDC Local Plan policies INF4 and 5 as well as NPPF Section 9, paragraph 114 section (d).”*

### **3. Site Description:**

- 3.1 The application site comprises a traditional two storey stone-built cottage with a pitched roof and dormer windows called Milverton, in Longborough. The property is orientated side-on to the road and it has an existing driveway and off road parking to the front of the property.
- 3.2 The dwelling and front garden hold a prominent position in the street scene and the site is set at an elevated level in relation to the adjacent neighbour, Fiddlers Cottage. The application site is also set opposite the junction with Banks Fee Lane.
- 3.3 The application site is located within Longborough Conservation Area. The Old Rectory is a grade II listed building, which is set to the west of the site at an elevated level.
- 3.4 The site is located within the Cotswold's National Landscape (Area of Outstanding Natural Beauty).

### **4. Relevant Planning History:**

- 4.1 12/00358/FUL Single storey extension to rear Permitted 29.02.2012
- 4.2 12/03314/FUL Single-storey extension to front elevation Refused 24.09.2012
- 4.3 12/04875/FUL Single-storey extension to front elevation Refused 14.12.2012, Appeal dismissed (Planning Inspectorate ref: APP/F1610/D/13/2194074)
- 4.4 20/02428/CLOPUD Certificate of Lawful Proposed Use or Development under Section 192 of the Town and Country Planning Act 1990 to confirm that a material start has been made to Permission 12/00358/FUL (Single storey extension to rear) - Permitted 06.08.2020
- 4.5 23/00870/FUL Erection of single-storey front extension, detached garage and addition of balcony to side elevation - Withdrawn 28.04.23
- 4.6 23/02797/FUL Erection of double garage and associated works - Withdrawn 01.11.23
- 4.7 23/03757/LBC Erection of single detached garage and addition of 2no. gable windows Application returned.

### **5. Planning Policies:**

- EN1 Built, Natural & Historic Environment
- EN2 Design of Built & Natural Environment
- EN4 The Wider Natural & Historic Landscape
- EN5 Cotswolds AONB
- EN7 Trees, Hedgerows & Woodlands
- EN8 Bio & Geo: Features Habitats & Species
- EN10 HE: Designated Heritage Assets

- EN11 HE: DHA - Conservation Areas
- EN12 HE: Non-designated Heritage Assets
- INF4 Highway Safety
- INF5 Parking Provision

## **6. Observations of Consultees:**

- 6.1 Highways: No objection subject to conditions and financial obligations.
- 6.2 Conservation: No objection, recommend omitting one of the proposed windows on the gable end.
- 6.3 Arboricultural Officer: No objection

## **7. View of Town/Parish Council:**

### **7.1 Longborough Parish Council: Comments dated 22.12.2023**

*7.1.1. "The Parish Council would request that further information is provided by the applicant regarding the proposed off-road space in front of the single garage; this information being important in order to assess the level of risk to highway traffic both in and out of the driveway."*

### **7.2 Longborough Parish Council: Comments dated 16.02.2024**

*7.2.1 "Further to our earlier request for more detailed information on this application, we have now seen the email response from the applicant's agents. We do not feel that the response provides adequate information and in the light of the report from GCC Highways, and comments from local residents, we object to the application in its present form."*

### **7.3 Longborough Parish Council: Comments dated 21.05.2024**

*"Longborough Parish Council still object to the above application, in its current form, for the following reasons:*

*7.3.1 On 11th January 2024 GCC Highways, after consideration of the application details, deferred their decision as they required more information regarding the use of the existing driveway/turning area. GCC Highways requested that the applicant provide "...a dimensioned drawing of the proposed parking space in front of the garage as it appears too small to accommodate a car on the submitted plans." GCC also stated that "...It would seem possible to provide the garage with access from the existing driveway/turning area which would be a better option from a highway safety point of view.*

*7.3.2 On 25th January 2024 the applicant's agent (Persore Planning) responded via email stating that the "...This proposed single garage is to accommodate the applicants wish to cover their Convertible vehicle within a garage. The external paved area outside this garage is not large enough to park a car but it is large enough to open the*

*traditional style timber garage doors..." and that they were "...currently preparing a street scene with levels to demonstrate the benefits of the garage and increased visibility from the existing arrangement." As far as I can see, that street scene document has not been lodged on the planning portal and therefore the Parish Council do not feel they have all the relevant information to hand to be able to satisfy themselves that there is no road safety issue. This site is on a bend at the bottom of a steep hill into the village where traffic regularly exceeds the 20 mph limit, as validated by our community speedwatch data.*

*7.3.3. On 4th April 2024 GCC Highways further responded that they now had "...no objection subject to conditions and financial obligations" but also stated that "...the proposal is to provide a second access to the site which is close to the existing. The proximity of the accesses to each could potentially lead to confusion when drivers are unsure about where another vehicle is going to turn". They also stated that "...The garage would normally be required to be sufficiently far from the carriageway to enable a car to be parked off the carriageway when the garage doors are being opened. The current proposal does not allow sufficient space for that to happen". There is no information relating to how the proposed garage's doors will be opened when a vehicle is waiting to enter it. Also, GCC Highways clearly do have a degree of concern from a safety perspective.*

*7.3.4 GCC Highways' conclusion that "On balance it is anticipated that the planning authority would not support an objection on highway safety grounds due to the low level of traffic passing the site and it is therefore recommended, on balance, that the application be approved..." does not take into account the missing information highlighted above and does not take into account local considerations. Also, "anticipation" of the planning authority's lack of support for any objection seems to be a weak position."*

## **8. Other Representations:**

8.1 Five representations of objection have been received. In summary the concerns raised are outlined below:

- Loss of privacy. The proposed windows overlook Fiddlers Cottage and this property is at a much lower level. The windows would not complement the existing Cotswold stone property.
- Highway safety - concerned about the use of the new garage and parking arrangements, blind corner near to proposed garage. Garage opens onto Stow Hill road which is a busy road into Longborough. Concerns raised in respect of visibility and manoeuvring in and out of the garage. This will put other road users at risk.
- It is increasingly dangerous due to speeding traffic
- A mature Royal Purple tree growing adjacent to the north wall of the garage.
- The proposed garage will be large and high and will be incongruous in terms of the street scene
- The siting of a garage in this location will be of detriment to the only remaining undeveloped access into the village. An earlier application for development at the front of the property was dismissed by the Planning Inspectorate
- No information in relation to levels

- No pavement and overdevelopment of house and garden
- In bad weather water flows like a river down the hill and is likely to freeze as the hill is sheltered by trees

**9. Applicant's Supporting Information:**

- Design, Access and Heritage Statement

**10. Officer's Assessment:**

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that 'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'
- 10.2 The starting point for the determination of this application is therefore the current development plan for the District which is the adopted Cotswold District Local Plan 2011 - 2031.
- 10.3 The policies and guidance within the revised National Planning Policy Framework (NPPF) are also a material planning consideration.

Background and Proposed Development

- 10.4 It should be noted that previous applications relating to a proposed garage in this position at the site have subsequently been withdrawn following concerns raised by officer's reference 23/00870/FUL and 23/02797/FUL. The garages proposed under the previous applications were double garages.
- 10.5 The current application looks to address the Conservation Officer's comments received under the application reference 23/02797/FUL, which was withdrawn in November 2023.
- 10.6 The application seeks planning permission for a single garage which would measure approximately 6.6 metres in depth by 4.1 metres in width, 2.4 metres to the eaves and 4.5 metres at its highest point. The garage would be constructed from Cotswold stone and have a Cotswold Stone slate roof. The garage frontage would face the road and it would be set down from the dwelling.
- 10.7 The garage is set at an oblique angle to the road and the area to the front of the garage would measure approximately 5 metres at its greatest point and approximately 2.2 metres at its closest point to the road. This does not provide a full off road car parking space in front of the proposed structure.
- 10.8 In addition, 2 no. windows are proposed along the eastern gable end of the property.

**(a) Design and Appearance and Impact upon designated heritage assets**

- 10.9 The site lies within the Longborough Conservation Area, wherein the Local Planning Authority is statutorily obliged to pay special attention to the desirability of preserving or enhancing the character or appearance of the area, in accordance with Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990.
- 10.10 Considerable weight and importance must be given to the aforementioned legislation.
- 10.11 Local Plan Policy EN2 supports development which accords with the Cotswold Design Code and respects the character and distinctive appearance of the locality.
- 10.12 Local Plan Policy EN10 requires consideration of proposals that affect a designated heritage asset and/or its setting with a greater weight given to more important assets. It supports proposals that sustain and enhance the character, appearance and significance of designated heritage assets and their setting, which put them in viable uses, consistent with their conservation. Where harm would be caused, it would not be supported unless clear and convincing justification of public benefit can be demonstrated to outweigh that harm.
- 10.13 Local Plan Policy EN11 seeks to preserve and, where appropriate, enhance the special character and appearance of conservation areas in terms of siting, scale, form, proportion, design, materials and the retention of positive features. This should include avoiding the loss of open spaces which make a valuable contribution to the character and/or appearance, and/or allow important views into or out of conservation areas. Hard and soft landscaping should respect the character and appearance of conservation areas and proposals should have regard to the relevant conservation area appraisal.
- 10.14 Local Plan Policy EN12 requires development affecting a non-designated heritage asset to be designed sympathetically, having regard to the significance of the asset, its features, character and setting. Where possible, development should seek to enhance the character of the non-designated heritage asset. Proposals for demolition or total loss of a non-designated heritage asset will be subject to a balanced assessment taking into account the significance of the asset and the scale of harm or loss. This policy also sets out criteria for assessment of whether a site, feature or structure is considered to be a non-designated heritage asset.
- 10.15 The Cotswold Design Code provides clear guidance on garages and other outbuildings as outlined by the following criteria:
- a. *All new outbuildings should relate to the scale and character of the main building, and the plot in which it sits. For example, a large garage may look out-of-keeping within the context of a modest cottage, where traditionally only smaller outhouses might be expected.*
  - b. *New outbuildings should not be excessive in number. A larger number of outbuildings, seen in relationship to the main building, might result in visual clutter and might detract from the surroundings.*

- c. *In some sensitive contexts, garages may not be permissible, where for example they detract from the contribution a traditional property and its garden makes to the area, or where breaching the front boundary and introducing vehicular access to the garden is considered harmful.*
- d. *Integral garages should not be formed within traditional buildings and should not be designed into new vernacular style houses. In such cases, garages should be detached.*
- e. *Garages and other outbuildings should generally not be positioned forward of the street-facing or principal elevation of the building. They should be pushed back to the rear of the building, so as not to compete with or detract from it.*
- f. *Where adopting a vernacular design approach, single garages are often more appropriate, as their smaller mass and narrower gables are more in-keeping with traditional outbuildings. Garage door openings should be placed within the gable end of the building, with the ridge running the length of the roof.*
- g. *Where double or larger garages are permissible, these are better oriented with their doors under the eaves and with their wider gables concealed from view. Roof lines should generally be kept low and dropping the rear eaves can assist in this. Incorporating accommodation above the garage, with associated openings and external stairs, may not always be permissible.*
- h. *Traditional outbuildings in the Cotswolds are generally of stone construction, occasionally with posts and boarding infilling below open eaves. Local stone is therefore often most appropriate and traditional for the construction of new outbuildings and garages. Large new timber buildings are not so characteristic of the Cotswolds.*
- i. *Of course smaller timber sheds and summerhouses are widely permissible. Traditional design, sensitive scaling and siting, and a subdued timber finish are important for such structures to blend in with their garden settings.*
- j. *Bracing to the posts of car ports and other open fronted outbuildings should be avoided.*
- k. *In sensitive locations garage doors should be side hung, vertically boarded and given a suitable (usually painted) finish. In new housing schemes the style and finish of garage doors should at least imitate this traditional appearance.*
- l. *There should be adequate space for manoeuvring of vehicles, but overly wide visibility splays and sweeping drives should generally be avoided. For more modest properties, entrances should maintain a more low-key appearance.*
- m. *Large stone piers, finials and ornate gates should be avoided, unless the access is for a high status building. High solid boarded gates may also not be supported where these are considered uncharacteristic or they block important views. Often timber field gates or other traditional, low, open gates, set simply within low stone walls are most appropriate.*

- n. Only minimal openings should be created in front boundaries. Traditional enclosure, such as walls, railings and hedges, should be maintained and not removed to establish off-street parking.

10.16 The Conservation Officer has made the following comments:

*“The single garage currently proposed appears to be acceptable in terms of its scale and design. Whilst the garage would be visually prominent within the street scene, and the conservation area, this is unavoidable given the context/topography of the site. The proposed single garage has a simple, vernacular design that is concurrent with traditional outbuildings in the area, and the materials used in its construction (natural Cotswold stone, stone tiles, and side-hung, vertically boarded timber doors - painted or left to weather and silver naturally - not stained) would be in-keeping with the surrounding built-form. As such, the proposed single garage is considered to be appropriate in terms of its scale, form, proportion, design, and materials. Its siting is also, on balance, considered to be acceptable given the constraints of the site.”*

10.17 The proposed garage is now a single garage and whilst it holds a prominent position in the street scene it is considered acceptable with regards to its scale and design. The proposed garage has a vernacular design and as such would not appear out of keeping with the existing built form in the surrounding area. The garage is set down from the host dwelling and this helps create a subservient appearance.

10.18 By virtue of the position of the garage in relation to the listed building 'The Old Rectory', which holds an elevated position in relation to the host property, on balance it is considered that there would not be any harm to the setting of the listed building in accordance with Policy EN10. In addition, it is considered that the proposal would not have an adverse impact upon the character of the Conservation Area thereby complying with Policy EN11.

10.19 The Conservation Officer has recommended reducing the number of windows along the gable end to one. The applicant has advised that due to the position of the chimney stack it is not possible to have a centrally placed single window and amendments have not been forthcoming. As such, in terms of design 2 no. openings are on balance acceptable and it is not considered that they would detract from the character or appearance of the building to such an extent as to warrant refusal.

10.20 For the reasons outlined above, whilst the proposed garage holds a prominent position in the street scene, due to the sympathetic design and use of local materials it is considered that the proposal would conserve the appearance of the Conservation Area. The application therefore accords with Local Plan Policies EN2, EN10, EN11, EN12 of the Local Plan.

**(b) Impact on the Cotswolds National Landscape (Area of Outstanding Natural Beauty)**

10.21 The site is located within the Cotswolds National Landscape (formerly known as the Cotswolds Area of Outstanding Natural Beauty (AONB)) wherein the Council, in performing or exercising any functions in relation to, or so as to affect, the area 'must



*seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.'* (S85(A1) of the Countryside and Rights of Way Act 2000).

- 10.22 Local Plan Policy EN5 relates specifically to the Cotswolds AONB, and states that in determining development proposals within the AONB, or its setting, the conservation and enhancement of the natural beauty of the landscape, its character and special qualities will be given great weight.
- 10.23 Section 15 of the NPPF seeks to conserve and enhance the natural environment. More specifically Paragraph 182 states great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty (amongst other sensitive areas), which have the highest status of protection in relation to these issues.
- 10.24 The proposed development is contained within the residential curtilage of the site, located within the built up area of the village, and relates closely to the existing built form on the site. It does not encroach into open countryside nor harm the character or appearance of the Cotswolds National Landscape. As such the proposal is considered to accord with Local Plan Policies EN4 and EN5, and Section 15 of the NPPF.

**(c) Impact on Residential Amenity**

- 10.25 Local Plan Policy EN2 refers to The Design Code (Appendix D) which sets out policy with regard to residential amenity. This expects proposals to respect amenity in regards to garden space, privacy, daylight and overbearing effect. Section 12 of the NPPF requires good design with a high standard of amenity for existing and future users.
- 10.26 Fiddlers Cottage is the adjacent neighbour, and a representation of objection has been received from this address raising concerns in respect of loss of privacy in relation to the 2 no. proposed windows on the gable end. Due to the relationship between the properties and level changes at the site Officers consider the proposed windows would overlook Fiddlers Cottage and result in loss of privacy. An amended drawing has been received which indicates that the windows would be obscurely glazed. A planning condition has also been recommended requiring the windows to be obscurely glazed and non-opening in the interests of protecting residential amenity. Subject to condition, Officers are satisfied that existing amenity levels will be protected in accordance with Policy EN2 of the Local Plan.
- 10.27 Fiddlers Cottage also has a single storey element adjacent to its driveway and this is in proximity to the proposed garage. The structure is served by a window along its side and front elevation and the window on the side elevation will face the proposal. On balance it is not considered that the proposal would have an adverse impact upon this neighbour's amenity in relation to loss of light or overbearing impact. Due to the scale of the proposal and its position in relation to other properties, it is not considered that the proposal would be harmful in terms of overbearing impact or loss of light in accordance with Policy EN2.

**(d) Highway Safety**

- 10.28 Policy INF4 states that development will be permitted that provides safe and suitable access and has regard, where appropriate, to the Manual for Gloucestershire Streets.
- 10.29 Policy INF5 states that development will provide residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network.
- 10.30 Section 9 of the NPPF promotes sustainable transport. Paragraph 110 of the NPPF states that in applications for development, it should be ensured that:
- (a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
  - (b) safe and suitable access to the site can be achieved for all users; and
  - (c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 10.31 Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.32 The Local Highway Authority (LHA) initially recommended that the application be deferred and requested further information. Following discussion, the LHA has raised no objection subject to conditions and financial obligations. The following detailed comments have been provided:
- 10.32.1 *"The site has an existing access and driveway and the proposal is to provide a second access to the site which is close to the existing. The proximity of the accesses to each other could potentially lead to confusion when drivers are unsure about where another vehicle is going to turn.*
  - 10.32.2 *The garage would normally be required to be sufficiently far from the carriageway to enable a car to be parked off the carriageway when the garage doors are being opened. The current proposal does not allow sufficient space for that to happen.*
  - 10.32.3 *In highway terms the better solution would be to use the existing access and driveway and position the garage on the space in front or beside the existing dwelling. However, the conservation officer and planning officer have determined that not to be an acceptable option. It is also understood that the conservation officer has required hard wood garage doors which will need to open outwards. This again would only be acceptable if the doors did not open over the highway which in this case requires the garage to either be positioned sufficiently far from the carriageway to allow for this or for the doors to slide around inside the garage.*
  - 10.32.4 *On balance it is anticipated that the planning authority would not support an objection on highway safety grounds due to the low level of traffic passing the*

*site and it is therefore recommended, on balance, that should the application be approved it be subject to the following conditions:*

- 1. Prior to any part of the development being brought into beneficial use the driveway and access shall be hard surfaced and positively drained to a suitable outfall and once it is brought into use shall be maintained as such thereafter.*
- 2. The garage doors shall be designed so that they do not open over the highway and shall be maintained as such thereafter.”*

10.33 During the consultation process, concerns have been received relating to highway safety from residents and the Parish Council, and it is recognised that due to site constraints it is not possible to fit a car parking space in front of the garage. However, as highlighted within the Local Highway Authority Officer's comments above, there is only a low level of traffic passing the site. As such, on balance, it is not considered that the proposal would have an unacceptable impact upon highway safety or warrant refusal on these grounds. As outlined above, Paragraph 115 of the NPPF states that *development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

10.34 Subject to condition, the application is in accordance with Policy INF4 and INF5 of the Local Plan.

**(e) Biodiversity, Geodiversity and Trees**

10.35 Local Plan Policy EN7 'Trees, hedgerows and Woodlands' advises that:

- 1. Where such natural assets are likely to be affected, development will not be permitted that fails to conserve and enhance:*
  - a. trees of high landscape, amenity, ecological or historical value;*
  - b. veteran trees;*
  - c. hedgerows of high landscape, amenity, ecological or historical value; and/or*
  - d. woodland of high landscape, amenity, ecological or historical value.*

10.36 Local Plan Policy EN8 outlines that development will be permitted that conserves and enhances biodiversity and geodiversity, providing net gains where possible. Furthermore, it outlines that proposals that would result in the loss or deterioration of irreplaceable habitats and resources, or which are likely to have an adverse effect on internationally protected species, will not be permitted.

10.37 Section 15 of the NPPF also outlines that development should conserve and where possible enhance biodiversity and geodiversity and should not result in the loss or deterioration of irreplaceable habitats and resources.

10.38 The proposal relates to an existing area of residential curtilage and due to the modest scale of the proposal it is not considered that it would result in an adverse impact to ecology which would warrant refusal in accordance with Policy EN8.

10.39 A tree is located within the neighbouring property's garden adjacent to the proposal and comments received raise concern over potential root damage. The Arboricultural Officer has reviewed the application and provided the following comments:

*“There appears to be a purple leaved smoke bush (Cotinus coggygia) on an adjoining property. This is usually thought of as more of a shrub than a tree. These shrubs/small trees are not uncommon or rare and will never grow to a size whereby I would consider them of significant amenity value and worthy of a Tree Preservation Order. I do not believe it would be reasonable to request a BS5837:2012 tree survey and protection measures because of this shrub.”*

10.40 An informative is recommended in relation to vegetation and the cutting of trees adjacent to a shared boundary. As the tree is not considered to be of high landscape, amenity, ecological or historical value in respect of Policy EN7 1 c) the proposal would not warrant refusal on grounds of potential impact to tree roots and as such is therefore considered acceptable and in accordance with Policies EN7 and EN8 of the Local Plan.

**(f) Other Matters**

10.41 The proposed development is not liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). This is because it is less than 100m<sup>2</sup> of new build that does not result in the creation of a dwelling, and therefore benefits from Minor Development Exemption under CIL Regulation 42.

**11. Conclusion:**

The proposal is considered to comply with Local Plan Policies and as such is recommended for permission.

**12. Proposed Conditions:**

1. The development shall be started by 3 years from the date of this decision notice.

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

2. The development hereby approved shall be carried out in accordance with the following drawing number(s): Location Plan, AE-02(900534)001, AE-02 (900534)001, AE-08(900534)001, AE-05 (900534)003, AE-05(900534)001

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

3. The materials to be used for the external walls and roof of the development hereby permitted shall match those used in the existing dwelling and shall be permanently retained as such thereafter for the lifetime of the development.

**Reason:** To ensure that, in accordance with Cotswold District Local Plan Policies EN2 and EN11, the development hereby permitted is completed in a manner appropriate to the site and its surroundings.

4. The development hereby approved shall comprise vertically boarded side-hung timber doors, which shall be designed so that they do not open over the highway and these shall be maintained as such thereafter for the lifetime of the development.

**Reason:** In the interests of the visual amenity of the Conservation Area and highway safety in accordance with policies EN2, EN11 and INF4.

5. The windows shown on the gable end on the right elevation of approved drawing number AE-05(900534)002 which are indicated as having obscure glass shall be installed to a minimum level of Pilkington level 4 obscure glazing and shall be non-opening and maintained as such thereafter for the lifetime of the development.

**Reason:** To ensure privacy is maintained for neighbouring occupiers in accordance with Policy EN2 of the adopted Local Plan.

6. Prior to the garage being first brought into use the driveway and access shall be hard surfaced and positively drained to a suitable outfall and once it is brought into use shall be maintained as such thereafter for the lifetime of the development.

**Reason:** To ensure adequate and safe access for vehicles and pedestrians in accordance with Policy INF4 of the adopted Local Plan.

#### **Informatives:**

1. Please note that the proposed development is not liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) because it is less than 100m<sup>2</sup> of new build that does not result in the creation of a dwelling, and therefore benefits from Minor Development Exemption under CIL Regulation 42.
2. The applicant is advised that they will need to obtain a section 184 licence. The construction of a new access will require the extension of a verge and/or footway crossing from the carriageway under the Highways Act 1980 - Section 184 and the Applicant is required to obtain the permission of Gloucestershire Highways on 08000 514 514 or [highways@gloucestershire.gov.uk](mailto:highways@gloucestershire.gov.uk) before commencing any works on the highway. Full Details can be found at [www.gloucestershire.gov.uk](http://www.gloucestershire.gov.uk)
3. There appears to be small trees and shrubs in the neighbouring property. Although it is your right to remove all vegetation overhanging your property (including roots) any cuttings should be returned to your neighbour if they so wish and consent must be gained regarding access to their property. You have a legal duty to exercise reasonable care in carrying out any works to the overhanging trees. In the interest of good neighbour relationships, it would be helpful to consult with your neighbour on the proposed works if you have not already done so. Further information is available at <https://www.trees.org.uk/Help-Advice/Help-for-Tree-Owners/Guide-to-Trees-and-the-Law>