

**Item No 01:-**

**14/00654/FUL (CD.2729/R)**

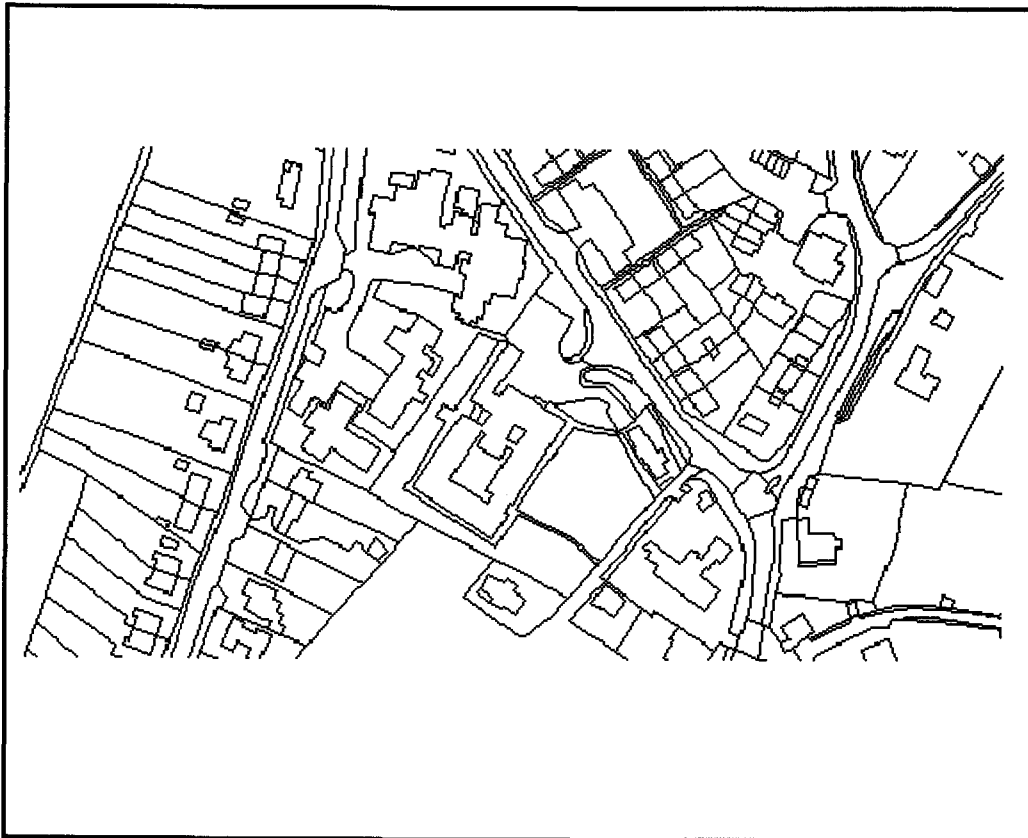
**Salmonsbury House  
Station Road  
Bourton-On-The-Water  
Cheltenham  
Gloucestershire  
GL54 2BQ**

## Item No 01:-

**Demolition of residential care home and construction of a new food store with car park and new access at Salmonsbury House  
Station Road Bourton-On-The-Water Cheltenham Glos GL54 2BQ**

<b>Full Application 14/00654/FUL (CD.2729/R)</b>	
Applicant:	Midcounties Co-Operative
Agent:	Kemp & Kemp
Case Officer:	Martin Perks
Ward Member(s):	Councillor LR Wilkins Councillor Mrs SJ Jeffery
Committee Date:	9th July 2014

**Site Plan**



© Crown copyright and database rights 2011 Ordnance Survey, SLA No. 0100018800

**RECOMMENDATION: PERMIT**

**Main Issues:**

- (a) Impact on Vitality and Viability of Bourton-on-the-Water Commercial Centre
- (b) Size, Design and Impact on Special Setting of a Listed Building
- (c) Parking and Access
- (d) Impact on Residential Amenity
- (e) Other Matters

**Reasons for Referral:**

This application has been referred to Planning Committee at the request of Cllr Wilkins in light of the delivery access/egress concerns raised by Bourton-on-the-Water Parish Council.

**1. Site Description:**

This application relates to a parcel of land measuring approximately 0.73 hectares (1.8 acres) in size. The application site is located within Bourton-on-the-Water Development Boundary as designated in the Cotswold District Local Plan 2001-2011. The site is located outside Bourton-on-the-Water Conservation Area. It lies within the Cotswolds Area of Outstanding Natural Beauty.

The north eastern boundary (front) of the application site borders Station Road. The frontage with Station Road extends to approximately 90m. To the north of Station Road are located post war residential dwellings. The eastern corner of the site adjoins a single residential property known as The Rookery. The south eastern boundary of the site runs alongside a Public Footpath. Beyond the public footpath lie residential properties (The Red House and April Cottage). The south west boundary adjoins a public car park, a post war two storey building housing five flats (April Rise) and the rear garden of a property fronting Moore Road. The north west boundary of the application site adjoins land and buildings forming part of the former Moore Cottage Hospital site. The former hospital site has recently been subject to redevelopment and now comprises Moore Community Clinic and Moore Health Clinic. Planning permission has also recently been granted to convert the main hospital building located at the corner of Moore Road and Station Road into a community facility (D1 Use Class) and two flats (14/00061/FUL). The converted building will be operated as a community hub by Bourton-on-the-Water Parish Council.

The former Moore Cottage Hospital building located at the corner of Moore Road and Station Road is designated as a Grade II Listed Building.

The application site comprises land occupied by Salmonsbury House as well as a small section of land that previously formed part of the Moore Cottage Hospital site. The latter was formerly occupied by a range of 1980s single storey buildings which have recently been demolished. Salmonsbury House comprises a mix of single and two storey buildings dating from 1970.

The application site constitutes previously developed or 'brownfield' land.

**2. Relevant Planning History:**

CD.2729 Erection of Old People's Home (Outline) Granted September 1960

CD.2729/D Erection of 38 bed elderly person's care home Granted March 1970

13/00383/LBC Demolition of Erskine Ward Granted March 2013

Adjacent Site - Former Moore Cottage Hospital

14/00061/FUL Change of use from hospital (C2) to community facility (D1) and two flats (C3)  
Granted February 2014

Existing Mid-Counties Co-Operative Store Site on Station Road

11/01946/FUL Alteration and extension of existing store to include re-fenestration, new floor layout, mezzanine to provide non-sales ancillary space, new store entrance, recladding of exterior, increase in the height of the roof by 1.5m and minor changes to car park layout Granted July 2011

### **3. Planning Policies:**

NPPF National Planning Policy Framework  
LPR05 Pollution and Safety  
LPR10 Trees, Woodlands and Hedgerows  
LPR18 Develop within Development Boundaries  
LPR24 Employment Uses  
LPR25 Vitality & Viability of Settlements  
LPR38 Accessibility to & within New Develop  
LPR39 Parking Provision  
LPR42 Cotswold Design Code

### **4. Observations of Consultees:**

Gloucestershire County Council Highways: No objection - see attached

Thames Water: No objection

Environmental Health - contamination: No objection subject to condition

Environmental Health - noise/dust/lighting - No objection subject to conditions

Environmental Health - contamination - No objection subject to condition

Gloucestershire County Council Archaeology: No objection

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

'The Council has concerns regarding the following:

#### **(1) Service vehicle exit:**

- service vehicles exiting onto Station Rd will have great difficulty in not crossing the centre road line due to the narrow width of the road at this point and the proposed exit profile;
- exiting will be especially difficult during the very busy peak visitor season due to frequent heavy traffic flows for visitors travelling east and west to exit the village, and the frequent long queues of stationery traffic which will block the exit and prevent lorries using the eastbound lane when turning;
- efforts should be made to improve and re-profile the service vehicle exit to improve splay visibility at this point;
- safety concerns are paramount.

#### **(2) Footpath:**

- The proposed trip rail separating the footpath from the site is not in keeping with AONB guidelines or the type of fencing which is generally found within the village environment;

- The Council would prefer to see a dry stone wall or hoop-top metal railing boundary installed similar to those in common use around the village centre;
- This type of boundary would maintain the open aspect onto the site whilst preventing unauthorised casual access, with attendant damage to landscaping;

(3) Community contribution:

The Parish Council seeks a realistic developer contribution to address the above issues relating to the safe exit of delivery vehicles from the site. The Council is prepared to release a small portion of its land at the boundary of the two sites in order to enable the exit to be re-profiled which will significantly reduce the amount of turning circle required for exiting lorries. The removal of the beech hedge opposite the existing Co-Op site will further improve the sight line for vehicles travelling west onto Station Rd. In recompense for the Council's assistance in this respect, we would seek a developer contribution in the form of funding and undertaking the removal of the beech hedge around the entire hospital site up to the entrance gates in order that this can be replaced with an iron railing fence.

The Council, nevertheless, fully supports the application, subject to satisfactory resolution of the above issues.'

**6. Other Representations:**

Two letters of objection and two letters of support received.

Main grounds of objection are;

- i) Strong opposition to the positioning of the car park along the eastern boundary. Live at Red House West and it looks like home will surrounded by a car park.
- ii) Position of car park will have a significant depreciatory impact on the value of their property and the quality of our living standards.
- iii) Parking proposals show cars parked along the length of the boundary and hence the whole length of their garden, which will have a direct and detrimental impact upon our air quality and noise pollution levels. There will be a matter of a few feet between the exhaust fumes that will emit from customer cars using this space and their outdoor living space. Currently spend significant amounts of time enjoying their garden and inevitable noise and fume pollution will hinder enjoyment unless alterations are made to the current plans to mitigate against it.
- iv) Propose that parking spaces along the eastern boundary are removed and that vegetation is positioned along the boundary thereby reducing the impact that the development will have on neighbour.
- v) Proposed service yard exit is located at one of the narrowest points of Station Road.
- vi) Footpath opposite the serve yard exit is very narrow; with no area of escape were a vehicle to mount the kerb either intentionally or in the event of an accident.
- vii) It is virtually impossible for two coaches to pass one another at this point in the road.
- viii) It is rare for large articulated vehicles to travel beyond the existing Co-op-Countrywide access in a south easterly direction. Likely that proposal will increase such movements.
- ix) The turn left and visibility splay are noted. However, I am unconvinced that this will be sufficient to allow an articulated HGV to safely exit the site without the need to cross the centre of the road into oncoming traffic. Motorists being faced head on by an HGV travelling in the opposite direction appears to make access design extremely hazardous.
- x) Would recommend the adoption of a 20mph speed limit along Station Road, vehicles to exit the site at an even more acute angle, inclusion of traffic light system, widening of proposed splay and removal of beech tree and hedge bordering Moore Cottage Hospital.

Main grounds of support are;

7

- i) It seems an excellent project - well situated, suitable for needs of the villagers, use of a brownfield site, should cancel need for any other larger outlet which uses a greenfield site.
- ii) A store for the local community and not simply a way for a larger company to profit from passing and transient trade at cost to the environment.

#### Cold Aston Parish Council: General Observation

'Cold Aston Parish Council recognise the dire need for a larger supermarket that would serve the ever increasing populations of Bourton on the Water, Upper Rissington, Northleach and the surrounding villages and at the same time relieve some of the pressure on the Fosseway road/ A429 and for this reason favour such a development in Bourton on the Water.

They are also in favour that this development has been brought by the Coop who could be considered one of the few large chain supermarkets that support local producers and fair trade products.

Having said this, the Council would have preferred this development to have taken place on the existing site that the Coop now occupies.

The Council are concerned that if the development goes ahead several issues will come to the fore;

- Parking; will this be used by tourists looking for cheap parking and thereby prevent locals using the store or parking in nearby roads to get their shopping
- Access; will the proposed entrance and exits be adequate to cope with the increased number of deliveries it being a larger store than the one in existence
- Local Character and environment; this development will alter the whole appearance on this road and not be in keeping with the area already established of housing predominantly built with Cotswold stone or similar alternative.

In short the Council support the idea of having a larger supermarket in Bourton on the Water but do not favour it being on this site.'

#### **7. Applicant's Supporting Information:**

Design and Access Statement  
Retail Impact Assessment  
Transport Statement  
Stage F Road Safety Audit  
Arboricultural Report  
Contamination Risk Assessment  
Ecological Report  
Lighting Scheme  
Acoustic Report  
Heritage Statement  
Landscape Proposals  
Planning Statement

## 8. Officer's Assessment:

### Background and Proposed Development

The applicant currently operates a foodstore on land to the north of Station Road approximately 70m to the north of the current application site. The existing store has a gross floor area of approximately 710 sq. metres. Planning permission was granted in July 2011 (11/01946/FUL) to extend the store by a further 449 sq. metres to give a total gross floor area of 1159 sq. metres. The aforementioned permission has not yet been implemented.

Since the approval of the scheme in 2011 the applicant has re-assessed their plans. Their existing store lies on a site that is shared with another retail operator. As a consequence the extent to which the existing store can expand is limited. The applicant has subsequently been looking for an alternative site on which to develop a larger store than that approved in 2011.

Following the 2011 permission the Salmonsbury House site was placed on the market by Gloucestershire County Council. At the same time Gloucestershire PCT, in conjunction with the County Council, also made available for purchase the land occupied by the Erskine Ward buildings located to the rear of the former Moore Cottage Hospital to the west. The applicant envisaged that the site had the potential to create a larger and more viable foodstore and subsequently purchased the land.

Listed Building Consent was granted for the demolition of the Erskine Ward buildings in March 2013. The aforementioned buildings have recently been demolished. Salmonsbury House remains on the site and is currently vacant. The building dates from the early 1970s and is constructed in reconstituted stone. The building comprises a principal two storey range which fronts onto Station Road. The two storey element measures approximately 7m high by 23m wide. A range of single storey buildings lie to its side and rear. The buildings to the rear are set round a central courtyard. Overall, the existing buildings cover/enclose an area measuring approximately 48m by 32m. Salmonsbury House is set back approximately 35m from Station Road.

Salmonsbury House was used as a residential care home prior to its closure. Marketing information states that the building provided 35 bedrooms together with ancillary staff accommodation. The use falls within the C2 (Residential Institutions) Use Class. The section of land formerly occupied by the Erskine Ward falls within the D1 (Non Residential Institutions) Use Class.

The applicant is seeking to demolish Salmonsbury House and replace the building with a new foodstore, car parking, access and associated landscaping. The proposed store will have a gross floor area of approximately 1800 sq. metres of which approximately 1300 sq. metres will constitute retail floorspace (1264sq m of convenience and 36 sq. m of comparison good floorspace). The building will have a maximum height of approximately 8.5m. It will be set back approximately 24m from Station Road and will have a roughly square footprint measuring approximately 42m by 43m. The applicant's Design and Access Statement indicates that the walls of the proposed building will be constructed in natural stone. The roof of the building will be covered with artificial Cotswold stone tiles.

The development will provide 100 car parking spaces. In addition, approximately 300 spaces are available on the adjacent public car park to the south of the application site. A vehicular exit point and pedestrian link will be created in the south east corner of the application site. This will provide access to the existing petrol station site (currently closed) on Station Road as well as providing a link to the village centre for pedestrians.

The applicant owns the existing Co-op store (but not the land surrounding it). They would wish the existing store to remain in retail use should this permission be granted. They would not operate

the store themselves but would market it to another retailer albeit not a main food retailer. In planning terms it is necessary to assess the application on the basis that this proposal is for the creation of an additional A1 foodstore rather than as a direct replacement for the existing store.

### **(a) Impact on Vitality and Viability of Bourton-on-the-Water Commercial Centre**

In terms of the current development plan Local Plan Policy 25 Vitality and Viability of Settlements is of particular relevance to this application. Paragraph 2 of Policy 25 states 'development that would harm the vitality and viability of the commercial centres will not be permitted. Proposals for development outside the commercial centres will be subject to a sequential test and, in the case of retail development, must be supported by evidence;

- (a) of need;
- (b) that it will not harm vitality and viability; and
- (c) that it is accessible by a choice of means of transport'

It is evident that Policy 25 seeks to protect the vitality and viability of the district's Commercial Centres and to ensure that new retail development is accessible by means other than the private motor car. The southern boundary of the application site is located approximately 190m from the northern edge of Bourton-on-the-Water Commercial Centre as designated in the Cotswold District Local Plan and approximately 270m from the village's High Street.

Notwithstanding the above, the weight that can currently be given to the aforementioned policies is ultimately subject to their degree of consistency with the guidance set out in the National Planning Policy Framework (NPPF). As such the guidelines set out in Paragraph 215 of the NPPF are applicable in this instance. It states that 'due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the framework, the greater the weight they can be given)'.

Paragraph 7 of the NPPF states that 'there are three dimensions to sustainable development: economic, social and environmental.'

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.'

In considering the current application it is therefore necessary to assess the proposed development in the context of the economic, social and environmental roles set out in the NPPF.

In relation to proposals for out of town centre retail development Section 2 Ensuring the Vitality of Town Centres of the NPPF is of particular relevance in the case of this application.

Paragraph 23 states that 'planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.' In drawing up Local Plans it also advises that local planning authorities should 'recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.' It also seeks to 'promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres' and 'retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive.'

Paragraph 24 states that 'Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are



not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.'

Paragraph 26 adds that 'when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq. m). This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.'

Paragraph 27 states 'where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.'

Paragraph 28 of Section 3 of the NPPF also states that 'planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development' and 'support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.'

It is evident from the above that the NPPF seeks to focus new retail development in existing town/village centres. However, it can also be supportive of development outside such centres if it can be demonstrated that there are no suitable town centre or edge of centre sites available, there is no adverse impact on the vitality and viability of the town centre and having regard to the other criteria set out above. In the context of retail development Annex 2 of the NPPF defines edge of centre as 'a location that is well connected and up to 300m of the primary shopping area.' An out of centre location is defined as a 'location which is not in or on the edge of a centre but not necessarily outside the urban area.' Out of town is defined as a 'location out of centre that is outside the existing urban area.'

In addition, it must be noted that the NPPF no longer requires applicants to supply evidence of need when bringing forward applications for new retail development outside town centres. Criterion a) of Policy 25 therefore no longer carries weight when considering this proposal. The remaining criteria in Policy 25 are still considered to be consistent with the aspirations of the NPPF and can therefore still be given weight.

### **Sequential Test**

The sequential test aims to guide main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre. It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.

The Planning Practice Guidance (PPG) advises that 'The application of the test should be proportionate and appropriate for the given proposal'. The developer should demonstrate that

there is scope for flexibility in the format and/or scale of the proposal. The PPG advises 'that it is not necessary to demonstrate that a potential town centre or edge of centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal. If there are no suitable sequentially preferable locations, the sequential test is passed.' Where a proposal fails to satisfy the sequential test, it should be refused.

In this case the applicant has submitted a basic Sequential Assessment stating that there are no 'available sites known either within the town centre or at an edge of centre location that is of comparable equidistance to the town centre as this site, or that could accommodate significant further development for retail convenience purposes.' With regard to development opportunities in the village centre it is of note that the Cotswold Economy Study (commissioned by CDC) states that 'the quality of buildings in the village centre is considered to be very good. Owing to the fact that the village centre is surrounded by high quality housing and the historical nature of the existing buildings, there is very limited scope for development.' The Council's Development Strategy Evidence Paper dated April 2013 states that 'the village centre and its environment are vibrant and healthy, with no vacant units.' There are also no plots of land within the village centre that could accommodate a new foodstore either of the size proposed or in a smaller format. In terms of edge of centre sites the application site is the closest available site to the village centre. It is within 300m of the primary shopping centre and affords direct pedestrian and cycle access to the centre of the village as well as being located close to bus stops. The application site is therefore considered to fall within the definition of edge of centre as set out in the NPPF. It is also considered that there are no other sequentially preferable sites available as an alternative to the current site and as such the proposal accords with Paragraph 24 of the NPPF and guidance in the PPG.

### **Vitality and Viability**

The Cotswold Economy Study (CES) advises that Bourton-on-the-Water is one of the most popular tourist destinations in the Cotswolds and the fifth largest settlement in Cotswold District. In addition to retail premises the village centre also offers pubs, hotels, tea rooms and visitor attractions such as the motor museum, perfumery, a model village and Birdland. In 2012 the Commercial Centre was home to 72 units of which 7 sold convenience goods, 39 comparison goods and 26 service units. The largest of the convenience units is a Londis foodstore located on the High Street. The percentage of convenience units (8.5%) is consistent with the national average of 8.7%. There were no vacant retail units at the time of the 2012 study. The retail and commercial offer available in the village centre is primarily aimed at the tourist market. The Londis store caters for top-up rather than main food shopping. Main food shopping for local residents tends to take place at the existing Co-op store on Station Road, Tesco in Stow-on-the-Wold or further afield. It is evident that there is a leakage of existing retail expenditure from the village centre to the existing Co-op and to locations outside the village. Notwithstanding this, the village centre is still described in the Council's Development Strategy Evidence Paper as vibrant and healthy. The village centre does not act as a primary destination for main food shopping.

The Cotswold Economy Study (CES) was commissioned by the Council to identify potential future retail needs across the district up to 2031. It will be used to assist in the preparation of the emerging Local Plan. The CES has looked at the strategic needs of the district as well as those of individual settlements. Outside Cirencester the CES indicates that a small amount of floorspace should be planned for in Moreton-in-Marsh, Tetbury and Bourton-on-the-Water. With regard to Bourton-on-the-Water the CES has identified a potential need for an additional 60sq metres of additional convenience floor space in the village from 2017 up until 2031. The identification of potential need when formulating future Local Plan policy is consistent with the aspirations of the NPPF.

In the case of the current application it is evident that the applicant is proposing a greater level of floorspace than that set out in the CES. Notwithstanding this, guidance in the NPPF no longer requires applicants to demonstrate need as part of their application submission. In essence the applicant has to demonstrate that there are no other suitable sequentially preferable sites available starting with the town centre, then edge of centre and finally out of centre locations. They then have to demonstrate that their proposal will not have an adverse impact on the vitality and viability of the centre or centres in the catchment area of the proposal. If this can be demonstrated then the NPPF can provide support for developments such as that now proposed.

In this instance it is noted that Bourton-on-the-Water commercial centre is 'vibrant and healthy' and centred primarily on the tourist trade. It does not act as a principal destination for main food or convenience shopping. There is already a significant migration of such retail expenditure out of the village centre. Following discussions with Officers the applicant has commissioned a Retail Impact Assessment (RIA) which has examined the potential impact of the proposed development and the existing store (plus approved extension) on the vitality and viability of the village centre and nearby town centres. The RIA indicates that approximately 75% of all main food shopping trips made by Bourton-on-the-Water residents are to stores outside the settlement. The RIA also indicates that the proposed store in combination with the existing store and approved extension would result in a diversion of approximately 1.1% of trade from the village centre. The majority of this impact will relate to the existing Londis store. The main impact of the proposed store will be on the existing Co-op premises and the Tesco foodstore in Stow-on-the-Wold. Both of these stores are located outside commercial centres and are therefore not afforded direct policy protection. The projected impact on Stow-on-the-Wold and Moreton-in-Marsh Town Centres is 1.2% and 0.4% respectively which is also considered to be of a level that will not have a materially adverse impact on the vitality and viability of the respective settlements. Moreover, the proposed store will be located closer to the village centre than the existing Co-op store and will afford greater connectivity to the centre of Bourton-on-the-Water. As a consequence, the proposal has the potential to increase linked trips to the village centre when compared to the existing Co-op store. The impact on the Londis store is considered not to be of a level that will have a material impact on its operation which is primarily focused on top up shopping and spending from tourists and visitors.

There are no existing, committed or planned private or public sector investments in the village centre or in centres of the catchment area of the proposal. The proposed development will not therefore compromise any initiatives or proposals to improve the vitality and viability of the village centre.

The proposal has the potential to claw back retail spending which is currently leaving the settlement. It will also help to reduce vehicle movements away from the village to other retail locations thereby creating a more sustainable form of development. On balance, it is considered that the village can accommodate a store of the size proposed (in combination with the existing store) without adversely impacting on the vitality and viability of Bourton-on-the-Water Commercial Centre. The proposal is therefore considered to accord with Local Plan Policy 25 and guidance in Paragraphs 23-27 of the NPPF. The proposal will also support the sustainable growth and expansion of an existing rural business and as such accords with Paragraph 28 of the NPPF.

#### **(b) Size, Design and Impact on Special Setting of a Listed Building**

Criterion c) of Local Plan Policy 18 states that development will be permitted provided that the siting, appearance and scale of the development respects the traditional form, character, appearance and setting of the settlement, and would cause no significant adverse environmental or visual harm to the site or its surroundings. This criterion is still considered to carry significant weight when assessed against the guidance in the NPPF.

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

Section 66(2) of the Planning (Listed Building and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 131 states 'in determining planning applications, local planning authorities should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;' and 'the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.'

Paragraph 132 states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.'

Paragraph 134 states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.'

The application site is currently occupied by a 1970s utilitarian building constructed in reconstituted stone. Its appearance is very reflective of the era in which it was built and it has little regard to the vernacular building styles that contribute so much to the character of the village. It is considered that the building is not of any architectural, historic or other merit and that its removal would potentially enhance the character and appearance of the locality. Its demolition would also enhance the setting of the adjacent Listed Building (former Moore Cottage Hospital).

The proposed foodstore will primarily occupy the same area of the site as Salmonsbury House. However, it will have a marginally larger footprint and will be taller. The height of the proposed building will be approximately 8.5m in comparison to the 7m height of the existing building. Notwithstanding this, the applicant has sought to control the mass and bulk of the proposed building by limiting eaves heights to approximately 3.6m. The result is a building that appears as a single storey development and which only has openings at ground floor level. The design and form of the building has been kept very simple and is reflective of a barn style development. The low eaves and hipped roofs are also consistent with the wings located to the side of the Grade II Listed former Moore Cottage Hospital lying immediately to the west of the application site. The height of the building is consistent with other properties in the vicinity of the application site. In addition, the proposed building will be set back from Station Road thereby limiting its visual presence when viewed from the aforementioned highway. The applicant has also agreed to plant a beech hedgerow along the boundary of the site with Station Road to provide a more defined boundary to the application site and a more attractive screen to the car park.

Public views of the site from Moore Road to the west are largely concealed by existing development. The proposed development will not therefore be particularly visible from the aforementioned road. Views from the south will also largely be limited to the existing public car park. The proposed development will not be readily visible from the High Street or from the

village's Conservation Area. Public views from Station Road to the east will also be screened by existing dwellings.

The simple design of the proposed building in combination with the use of natural stone walling and artificial Cotswold stone roof tiles is also considered to represent a significant improvement on the existing 1970's building. Overall, it is considered that the proposed development is of a size, design and form that respects the character and appearance of the locality and accords with Local Plan Policies 18 and 42.

The proposed development is located within an urban area and is of a nature that is consistent with an urban location. It does not have an adverse impact on the character or appearance of the Cotswolds AONB and does not contravene guidance in Paragraph 115 of the NPPF.

In respect of the AONB Paragraph 116 of the NPPF states *'planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of;*

*i) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*

*ii) the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and*

*iii) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that can be moderated'.*

No definition of major development is provided within the NPPF or in either of its forerunners - namely PPS7: Sustainable Development in Rural Areas and PPG7: The Countryside which also made similar references to major development within designated landscapes such as AONBs. However, some clarification was provided in the former Gloucestershire County Council Structure Plan Second Review which was written having regard to guidance in PPG7. Paragraph 14.2.22 of the notes accompanying Policy NHE4 stated that the *'definition of major development is affected by issues such as location, scale, context and design. Major cannot be quantified or determined at the strategic level in this context. However, potential impact can be judged against the local characteristics of a particular proposed site through the local plan process, thereby allowing for the local interpretation of major and so ensuring the retention of qualities of local distinctiveness within the AONB'*. It is evident therefore that the term 'major' did not have a strict definition when it came to the interpretation of former Policy NHE4. This is supported by a recent High Court judgement in *'Aston and another v Secretary of State for Communities and Local Government and others'* in which the judge determined that the phrase 'major development' did not have a uniform meaning and to define it as such would not be appropriate in the context of national planning policy. This approach was also adopted in the case *R (Trevone Objectors Group) v Cornwall Council 2013* in which the Judge agreed that a decision on whether a proposal was major development was *'a matter of planning judgement to be exercised by the relevant decision maker on a case by case basis.'* In this particular case it is evident that the application site has an urban character and lies within an area characterised by a mix of residential, community, commercial and educational development. The development's location, scale, context, use and design are considered to be consistent with the character of the locality and the qualities of local distinctiveness that define this part of the Cotswolds AONB. The proposal is considered not to constitute major development in the context of Paragraph 116 of the NPPF.

The proposed development will lie adjacent to a Grade II Listed Building (former Moore Cottage Hospital). The Council has to give special regard to the desirability of preserving the setting of the Listed Building. In this instance the proposed building will be set back approximately 80m from

the heritage asset. It will not therefore be located closer to the Listed Building than Salmonsbury House. In addition, the redevelopment of the site has led to the demolition of post war buildings to the rear of the former hospital. As such the land immediately to the east of the Listed Building has been opened up thereby allowing more of the original setting of the Listed Building to be revealed. This open area will be maintained as part of the development proposal. The proposed development will not obstruct views of the Listed Building to a materially greater extent than at present and is considered not to have an adverse impact on its special setting, character or interest. The proposal is therefore considered to accord with guidance in Section 12 of the NPPF.

### **(c) Parking And Access**

The proposed scheme seeks to relocate the existing main site entrance onto Station Road by approximately 10m to the south east. The relocated access point will be used as an entry and exit point for customer vehicles and as an entrance for delivery vehicles. Delivery vehicles exiting the site would utilise a new exit point onto Station Road located adjacent to the former Moore Cottage Hospital to the north west of the application site. A new exit point for customer vehicles would also be created in the south east corner of the application site providing a link between the site and the existing public car park to the south. Vehicles utilising this exit would then rejoin the main highway to the east via the existing public car park access points.

It is proposed to install a new pedestrian crossing extending from the north east boundary of the site across Station Road to a location in front of Salmonsbury Cottages to the north of the application site.

The proposed development will provide 100 car parking spaces. In addition, 300 spaces are available in the adjoining public car park to the south. The level of parking proposed for the site is consistent with the existing Co-op/Countrywide site. The applicant has undertaken a parking accumulation study which has identified a peak parking demand of approximately 80 spaces. The proposed level of parking is considered to be acceptable for the size and type of development proposed and in accordance with Local Plan Policy 39.

The speed limit along Station Road at the point where it passes the application site is 30mph. Speed surveys have recorded an 85th percentile speed of 29.4mph along the stretch of Station Road running past the north east boundary of the site. A visibility splay of 2.4m by 43m would typically be acceptable for accesses onto highways which are subject to the aforementioned vehicle speeds. In this instance a splay of 2.4m by 54m is proposed for the main site entrance/exit. This is above the minimum guideline for the highway in question. The proposed service yard access will be served by a 2.4m by 43m visibility splay which also accords with the relevant guidelines. A longer visibility splay to the north west from the aforementioned access cannot be achieved because of the position of two protected beech trees located adjacent to Station Road on adjoining land. The Council's Tree Officer is satisfied that the proposed development can be undertaken without harming the protected trees. The service yard exit road will be constructed across an area that until recently was occupied by buildings and which has therefore already been subject to development and excavation. The proposed exit road and splay are considered not to result in development that will have a materially greater impact on the wellbeing of the protected trees and as such the proposal accords with Local Plan Policy 10.

Concerns have been raised by the Parish Council and a local resident about the safety of the proposed service yard exit. They consider that the proposed exit will open onto one of the narrowest sections of Station Road. As a result delivery vehicles will cross the white line in the centre of the road as they leave the site thereby posing a danger to vehicles coming in the opposite direction and to pedestrians utilising the existing narrow pavements in the vicinity of the site exit. In response, Highways Officers have requested further information from the applicant including a road safety audit and a swept path analysis. The applicant has also designed the exit to be a left turn only arrangement. This will prevent vehicles from turning right across the north

west bound carriageway or heading towards the centre of the village. The swept path analysis has utilised a 14.4m long delivery vehicle rather than the 13.72m long vehicles typically operated by the applicant. It has therefore adopted a robust approach. The swept path analysis indicates that the front cab of a 14.4m long delivery vehicle would marginally cross the central road line as it turns left out of the site. A delivery vehicle would not therefore need to encroach fully across both carriageways. The County Council's Safety Auditor has raised no objection to the proposal on highway safety grounds.

The Parish Council's concerns about the width of the highway are acknowledged. However, it is of note that large vehicles progressing along Station Road already cross the central line of the carriageway where it passes the proposed exit point. There is already a pinch point in the road where vehicles slow down to accommodate other vehicles. The crossing of the central white line by delivery vehicles will not therefore represent an unusual situation on the stretch of road in question. Moreover, information in the applicant's Transport Assessment states that a total of two articulated lorries, two rigid trucks and two transit vans would typically visit the store each day. The number of large vehicles leaving the site each day will not therefore be significant and not of a level that is considered to have a severe impact on the local highway network. The creation of the pedestrian crossing will also help to reduce vehicle speeds in the vicinity of the proposed delivery exit. In light of the response from Gloucestershire County Council Highways and their Safety Auditor it is considered that it would not be possible to sustain an objection on highway safety grounds to the proposed egress arrangements. The proposal is considered to accord with Local Plan Policy 38 and guidance in Section 4 of the NPPF.

#### **(d) Impact on Residential Amenity**

The application site borders a variety of different uses including healthcare facilities and a police station to the west, a public car park to the south and a main road to the north. Residential properties lie on the south east and north east edges of the site and across a public footpath to the east of the application site. The site therefore lies in an area where there is already a degree of general activity and traffic movement. The proposed use is considered not to be one that is incompatible with the locality. Environmental Health Officers have examined the proposal and consider that the use can be operated without causing an unacceptable level of noise or disturbance to adjacent occupiers. Conditions have been requested limiting construction, opening and delivery hours as well as placing restrictions on future operating noise levels. Subject to these conditions it is considered that the proposal accords with Local Plan Policy 5 and guidance in Paragraph 123 of the NPPF.

An objection has been received from the occupiers of Red House West to the east of the site. They have raised concerns about cars parking in close proximity to their garden. They state that the proposal will lead to noise and fume pollution limiting their use of their outdoor space. In response their garden is separated from the application site by a public footpath and a timber boarded fence. Whilst it is appreciated that there may be some increase in disturbance arising from the parking spaces it is considered that the degree and means of separation between the two sites is sufficient to mitigate significant impact. It is therefore considered that the development can be undertaken without posing an unacceptable loss of amenity to the objector or other neighbouring residents.

#### **(e) Other Matters**

The Senior Archaeologist at Gloucestershire County Council has examined the proposal and confirms that no significant archaeological remains were found during the programme of archaeological investigation. He does not therefore require any further investigations to be undertaken.

The applicant has commissioned protected species and ecological surveys which have been submitted with the application. The results indicate the presence of Common Pipistrelle bats foraging on the site. However, they were not recorded in the existing buildings on site and no roosts were identified. The Council's Biodiversity Officer has examined the proposals and considers that the scheme could be undertaken without having an unacceptable impact on the protected species and in accordance with Local Plan Policy 9 and guidance contained in the NPPF, in particular Paragraphs 109 and 118.

The request by Bourton-on-the-Water Parish Council for a developer contribution and undertaking towards the removal of the beech hedge around the hospital site and its replacement with an iron railing fence is noted. However, it is considered that such a request does not meet the requirements of Paragraph 204 of the NPPF or Paragraph 122 of the Community Infrastructure Levy Regulations 2010. The works proposed by the Parish Council are not necessary to make the development acceptable in planning terms or directly related to the proposed development as a satisfactory delivery access can be achieved without the release of the additional land proposed by the Parish Council.

The comments from the Parish Council in relation to the provision of the trip rail adjacent to the public footpath along the eastern edge of the application site are noted. In response, the applicant is proposing to introduce landscaping along the boundary in addition to the trip rail. The creation of a soft landscaped boundary is considered acceptable in an urban area where hedgerows are already evident. The open aspect will also help to provide better public surveillance along the public footpath which is currently enclosed on both sides by timber fencing. It is considered that the proposed boundary treatment is acceptable given the context of the site and its surroundings.

#### **9. Conclusion:**

Overall, it is considered that the proposed scheme will help to address the leakage of retail expenditure from Bourton-on-the-Water to other retail stores and commercial centres outside the village. The proposed scheme will also reduce the number of vehicle trips undertaken by Bourton-on-the-Water residents to other retail locations outside the settlement. It has been demonstrated that there are no other sequentially preferable sites available either in the village centre or at other edge of centre locations in the settlement. The application site is also accessible and well connected to Bourton-on-the-Water village centre thereby encouraging linked trips from the application site to the commercial centre. The proposal will enable an established retailer to provide improved retail facilities without having an unacceptable adverse impact on the vitality and viability of Bourton-on-the-Water Commercial Centre and therefore accords with Section 2 of the NPPF and guidance in Local Plan Policy 25.

The proposed scheme can also be undertaken without having a significant adverse impact on the residential amenity, archaeology, drainage or protected species. The proposed parking and access/egress arrangements have been fully assessed by the Highway Officers at Gloucestershire County Council who are satisfied that the proposal is acceptable from a highway perspective. It is therefore recommended that the application is granted subject to the following conditions.

#### **10. Proposed conditions:**

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.



The development hereby approved shall be implemented in accordance with the following drawing number(s): 1A, P959/101, P959/121, 12-1357/010, 12-1357/011, 12-1357/012C, 12-1357/013, 12-1357/016A, 12-1357/017A, 12-1357/018, 12-1357/019,

**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 development shall not start until samples of the proposed walling and roofing materials have been 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.

The development shall not start until a sample panel of 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 has been 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.

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.

No demolition/building/construction activities shall take place on the site outside the hours of 0730 to 1800 Mondays to Fridays, 0800-1300 Saturdays and at no time on Sundays or Bank Holidays.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Cotswold District Local Plan Policy 5.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

**Reason:** To reduce the potential impact on the public highway.

**Reason:** To reduce the potential impact on the public highway.

No deliveries shall be taken at or despatched from the site outside the hours of 0700 to 1900 Monday to Saturday and 1000 to 1600 on Sundays or Bank Holidays.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby and for patients at the North Cotswold Hospital in accordance with Cotswold District Local Plan Policy 5.

The store hereby permitted shall not open to customers outside the following times 07.00 to 22.00 Monday to Saturday and 10.00 to 16.00 on Sundays and Bank Holidays.

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Cotswold District Local Plan Policy 5

The foodstore hereby approved shall be subject to the following floorspace restrictions:

- i) The total gross internal floorspace of the foodstore hereby permitted shall not exceed 1,800 sq metres including any mezzanine floorspace.
- ii) The total retail sales area of the foodstore hereby permitted (excluding checkouts, lobbies, concessions, cafes, customer toilets and walkways behind the checkouts) shall not exceed 1,301 sq. metres.

**Reason:** It is important that the store remains of a size that is commensurate with the size of the settlement and the application site. The current proposal accords with Local Plan Policies 25, 38, 39 and 42 and guidance contained in Sections 2, 3, 4 and 11 of the NPPF. A larger store could potentially have an adverse impact on the vitality and viability of Bourton-on-the-Water Commercial Centre, lead to an increase traffic movements to and from the site and along the A429 and have an adverse impact on the character and appearance of the locality and amenity of surrounding residents.

1. No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins.

2. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved timetable of works and before the development hereby permitted is first occupied. Any variation to the scheme shall be agreed in writing with the Local Planning Authority in advance of works being undertaken. On completion of the works the developer shall submit to the Local Planning Authority written confirmation that all works were completed in accordance with the agreed details.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

**Reason:** To ensure any contamination of the site is identified and appropriately remediated in accordance with Cotswold District Local Plan Policy 5 and The National Planning Policy Framework.

Before the development commences a Dust Action Plan (DAP) shall be submitted to and agreed in writing by their local planning authority. The DAP shall specify the provisions for the control of dust on site. The scheme shall be implemented and maintained fully in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

**Reason:** To protect the amenity of those people working and living in the locality in accordance with Local Plan Policy 5.

The rating levels for cumulative noise from all plant and machinery shall not exceed 35dBLeq (anytime) at the boundary of the nearest noise sensitive premises to the eastern and southern boundaries of the site and 39dBLeq (07:00-23:00hrs) and 35dBLeq (23:00 - 07:00hrs) at the boundary of the nearest noise sensitive premises to the northern boundary of the site in accordance with the Noise Assessment report carried out by WSP (project number 00040840.001).

**Reason:** To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Cotswold District Council Plan Policy 5 and the National Planning Policy Framework.

External lighting shall not be illuminated outside the hours of 0630 to 2230 Monday to Saturday and 0930 to 1630 on Sundays and Bank Holidays.

**Reason:** To protect the amenity of nearby residents and to prevent light pollution, in accordance with Cotswold District Council Plan Policy 5 and the National Planning Policy Framework.

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.

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.

Prior to the commencement of development, a full surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the size, position and construction of the drainage scheme and results of soakage tests carried out at the site to demonstrate the infiltration rate. The development shall be carried out fully in accordance with the approved details prior to the first use of the development hereby approved.

**Reason:** To ensure the proper provision for surface water drainage and/ or to ensure flooding is not exacerbated in the locality in accordance with Paragraphs 100 and 103 of the NPPF.

All development works must be carried out in accordance with the recommendations in Section 6 of The Ecological Appraisal (January 2014), Dusk Emergence and Pre- Dawn Re-Entry Survey for Bats and Reptile Survey (May 2014 GUMA). All proposed mitigation must be completed before the development is first brought into use and permanently retained thereafter.

**Reason:** To ensure bat species and birds are protected and their habitat enhanced in accordance with the Wildlife and Countryside Act 1981 as amended, National Planning Policy Framework Paragraph 109, the Conservation of Habitats and Species Regulations 2010 and Local Plan Policy 9.

The building hereby permitted shall not be brought into use until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no.12-1357/012C, and those facilities shall be maintained available for those purposes for the duration of the development.

**Reason:** To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site in accordance with Local Plan Policy 39.

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan and those facilities shall be maintained for the duration of the development.

**Reason:** To ensure that adequate cycle parking is provided and to promote cycle use.

The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access (measured from the public road carriageway edge) to a point on the nearer carriageway edge of the public road 43m distant in both directions, and the area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between those points at a height of between 1 metre and 2.1m above the adjacent carriageway level.

**Reason:** To reduce potential highway impact by ensuring that adequate visibility is provided and maintained in accordance with Local Plan Policy 38.

Prior to the first use of the development hereby permitted the vehicular accesses shall be laid out and constructed fully in accordance with the submitted plan drawing no. 12-1357/012C, with the area of access road within at least 10m of the carriageway edge of the public road (Station Road) surfaced in bound material, and the accesses shall be maintained as such for the duration of the development.

**Reason:** To reduce potential highway impact by ensuring the access is suitably laid out and constructed in accordance with Local Plan Policy 38.

The development hereby permitted shall not be brought into use until the Zebra crossing facility and associated footway works as shown on drawing number 12-1357/012C have been completed and opened to the public.

**Reason:** To provide a safe means of pedestrian access to the development from the north side of Station Road in accordance with Local Plan Policy 38..

## **Informatives:**

22

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

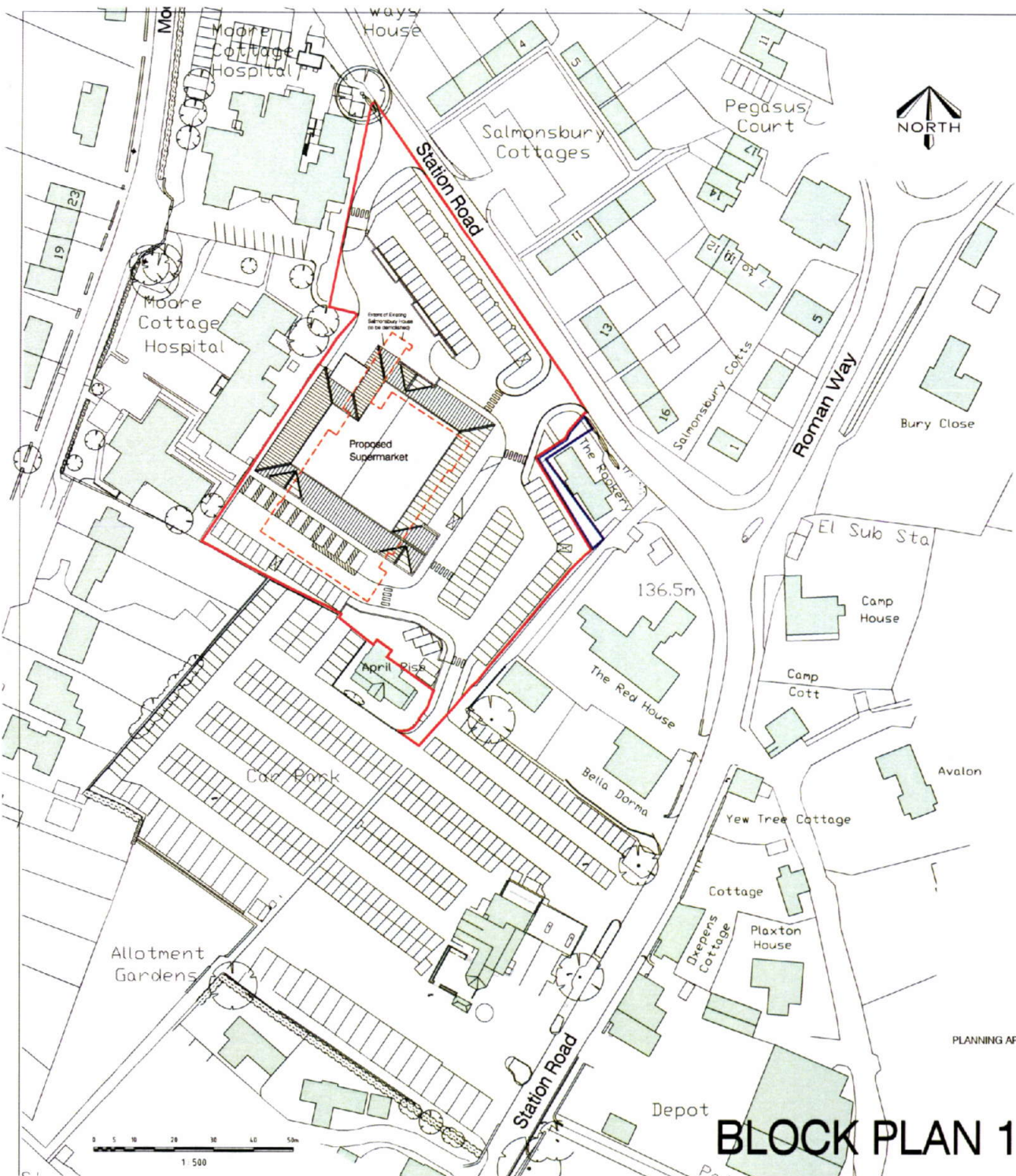
The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of the development. This should include not working outside regular day time hours, the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health service.

The Surface Water Drainage scheme should, where possible, incorporate Sustainable Drainage Techniques in order to ensure compliance with;

- Flood and Water Management Act 2010 (Part 1 - Clause 27 (1))
- Code for sustainable homes - A step-change in sustainable home building practice
- The local flood risk management strategy published by Gloucestershire County Council, as per the Flood and Water Management Act 2010 (Part 1- Clause 9 (1))

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

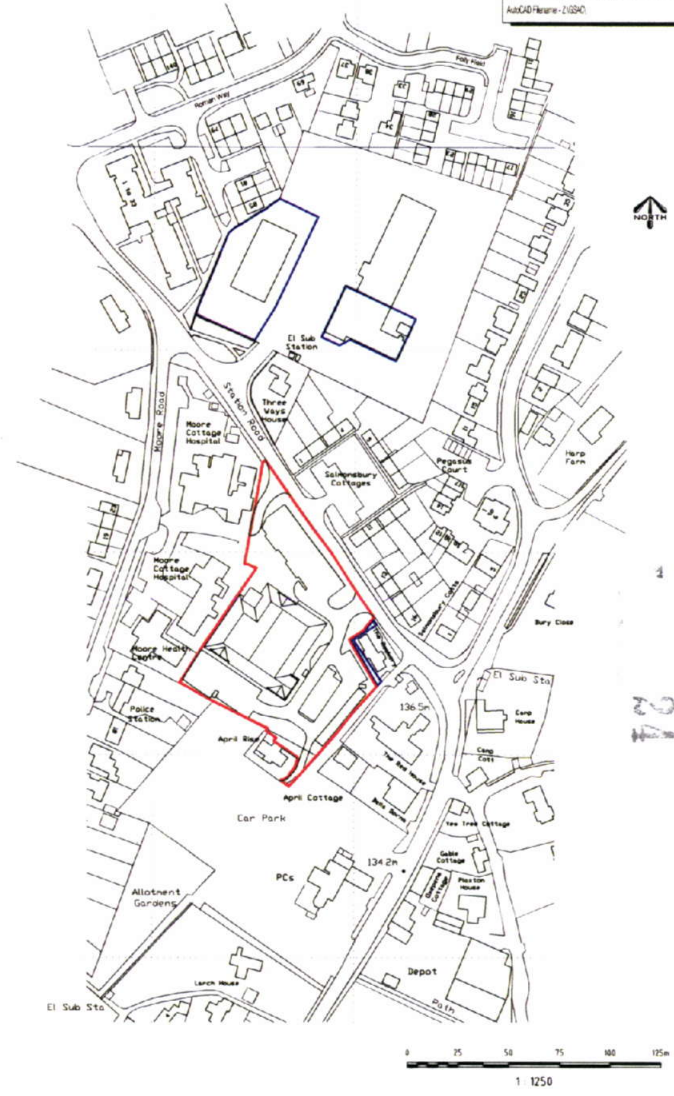




**BLOCK PLAN 1:500**

PLANNING APPLICATION SITE AREA = 0.7475 Ha (1.85 acres)

**LOCATION PLAN 1:1250**



rev	date	drawn/chk'd
1:500, 1:1250	01.2014	PF / GSA
<p><b>Gould Singleton Architects</b> Earls Way, Halesowen, West Midlands, B63 3HR Tel: 0121 502 0250 Fax: 0121 502 0088 Email: info@gsa-architects.co.uk</p>		
<p>Proposed Supermarket Station Road Bourton-On-The-Water Gloucestershire</p>		
<p>Location &amp; Block Plans as Proposed</p>		
<p>This drawing and the building works depicted are the copyright of the Architects and may not be reproduced except by written permission. This drawing must be read and checked against any specialist drawings and information provided. Do not scale prints. Figured dimensions only to be taken from the drawing.</p>		


14/100054/fm





1:250

C 16/6/14 Updated to Highways Engineers comments TD  
 B 29/4/14 Visibility study to exit amended as revised Transport Assessment TD  
 A 5/3/14 Beech Trees on Moore Cottage Hospital/ Station Rd boundary from survey JE  
 rev. I date I download

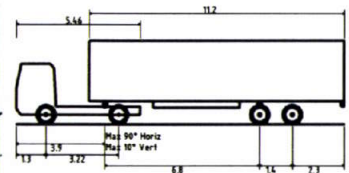
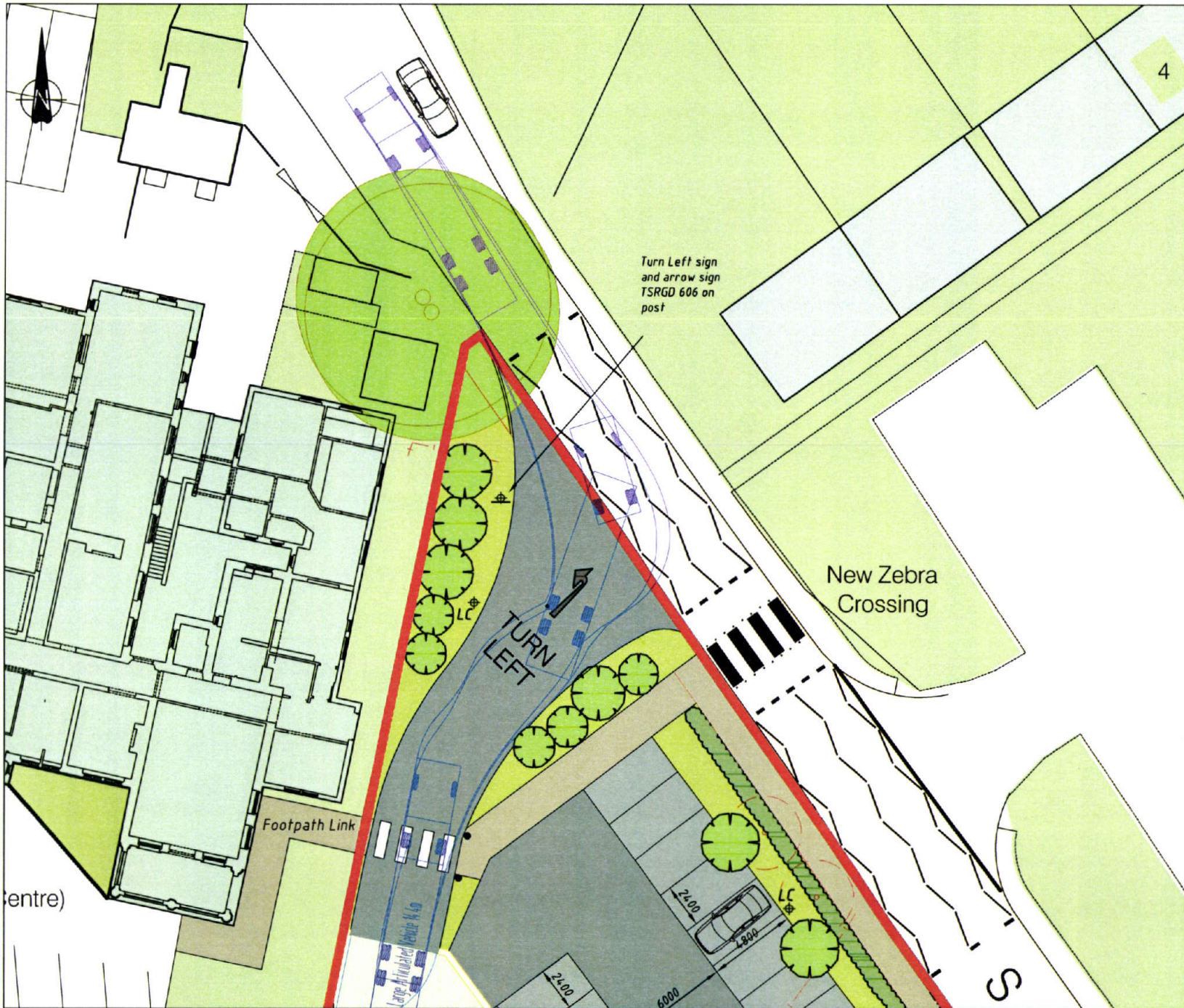

**Gould Singleton Architects**  
 Earls Way, Halesowen, West Midlands, B63 3JR  
 Tel: 0121 588 0200 Fax: 0121 588 1101  
 email: gsa@gsa-architects.com

scale: 1:250@A1  
 date: Jan 2014  
 checked: GSA  
 project: 2-1357/0120  
**Proposed Supermarket**  
**Station Road**  
**Bourton on the Water**  
**Gloucestershire**  
**Proposed Site Plan**

This drawing and the building works depicted are the copyright of the Architects and may be reproduced except by written permission. This drawing must be read and checked on any special drawings and information provided. Do not scale prints. Figured elements only to be taken from this drawing.

**Car Park**  
 Approx 290  
 Parking Spaces  
 Total





Large Articulated Vehicle 14.4m  
 Overall Length 14.400m  
 Overall Width 2.500m  
 Overall Body Height 3.652m  
 Min Body Ground Clearance 0.406m  
 Track Width 2.376m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 6.610m

The Co-Operative Society use articulated trucks that are typically 13.72m long and are therefore smaller than the maximum legal articulated vehicle of 16.5 metres.

Drivers of heavy goods vehicles are aware of the manoeuvring constraints of their vehicles and adapt accordingly. For example, HGV drivers look both left and right when turning left at junctions with two-way traffic.

The Safety Auditor has stated that, when referring to delivery vehicles turning out on to Station Road, "I do not have any particular safety concerns. As a general comment, it is not unusual for delivery vehicles to use both lanes of a two-way urban street and the drivers are used to making the manoeuvres".

Rev.	Description	Date	By
1	First issue	18/6/14	NRV

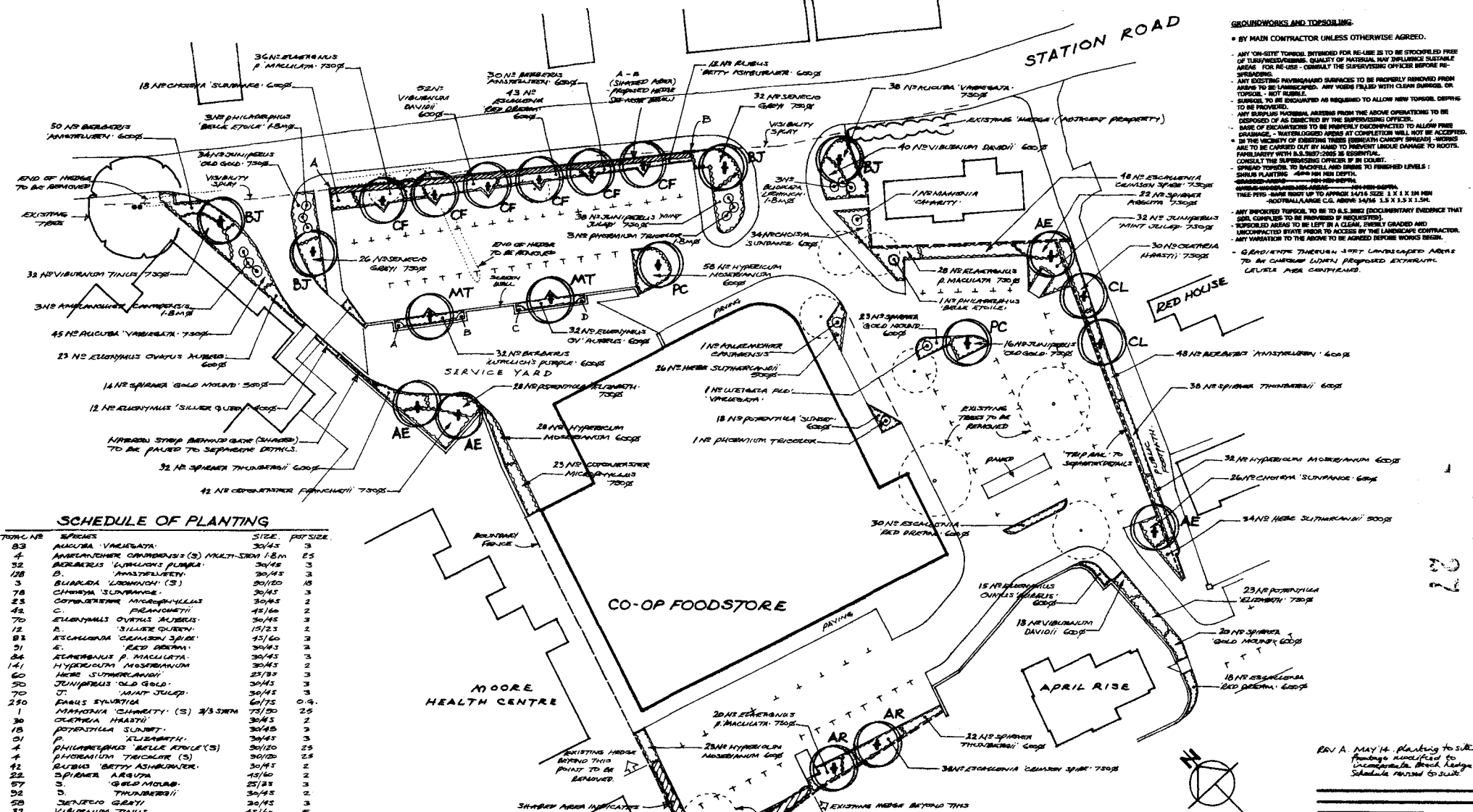
Client  
**MID-COUNTIES  
 CO-OPERATIVE**

Project  
**LAND AT STATION ROAD  
 BOURTON-ON-THE-WATER**

Title  
**SERVICE YARD EGRESS  
 AND MANOEUVRING**

**BANNERS GATE**  
 CIVIL, STRUCTURAL & TRANSPORTATION ENGINEERS  
 Cowdlesh House, 10-11 Birmingham Street, Halesowen B63 3HN  
 Tel: 0121 687 1500 Fax: 0121 687 1501  
 E-mail: info@bannersgate.com

Scale	1:200	Drawn	NRV
Date	June 2014	Checked	NRV
File	P959	Drawing	P959/121



**GROUNDWORKS AND TOPDRESSING**

- BY MAIN CONTRACTOR UNLESS OTHERWISE AGREED.
- ANY ON-SITE TORSION, INTENDED FOR RE-USE IS TO BE STOCKPILED PRIOR TO DECOMMISSIONING. QUALITY OF MATERIAL MAY INFLUENCE SUITABLE AREAS FOR RE-USE - CONSULT THE SUPERVISING OFFICER BEFORE RE-USE.
- ANY EXISTING PAVEMENT SURFACES TO BE PROPERLY REMOVED FROM AREAS TO BE LANDSCAPED. ANY VIEWS TRAPPED WITH CLEAR SURFACES ON TORSION - NOT SUITABLE.
- SURFACES TO BE DISMANTLED AS REQUIRED TO ALLOW NEW TORSION DEPTH TO BE PROVIDED.
- ANY SURPLUS MATERIAL ARISING FROM THE ABOVE OPERATIONS IS TO BE STOCKPILED AS DIRECTED BY THE SUPERVISING OFFICER.
- BASE OF EXCAVATIONS TO BE PROPERLY DECONTAMINATED TO ALLOW FINE GRADES. WATERLOGGED AREAS AT COMPLETION WILL NOT BE ACCEPTED.
- IN THE VICINITY OF EXISTING TREES (SOMEWITH CANOPY SPREAD) - WORKS ARE TO BE CARRIED OUT BY HAND TO PREVENT UNDOLE DAMAGE TO ROOTS.
- SPREAD TOPDRESS TO 100MM AND BRING TO FINISHED LEVELS : CONSULT THE SUPERVISING OFFICER IF IN DOUBT.
- SPREAD TOPDRESS TO 100MM AND BRING TO FINISHED LEVELS : SPREAD PLANTING 400MM MIN DEPTH.
- SPREAD TOPDRESS TO 100MM AND BRING TO FINISHED LEVELS : SPREAD PLANTING 400MM MIN DEPTH.
- ANY UNWORKED TORSION TO BE TO ALL SIZE DOCUMENTARY EVIDENCE THAT SOIL COMPLETES TO BE PROVIDED IF REQUESTED.
- TOPDRESS AREAS TO BE LEFT IN A CLEAN, EASILY GRADED AND UNCOMPACTED STATE PRIOR TO ACCESS BY THE LANDSCAPE CONTRACTOR.
- ANY VARIATION TO THE ABOVE IS TO BE AGREED BEFORE WORKS BEGIN.
- GRASS/TURF THROUGHOUT TO BE LANDSCAPED AREAS TO BE ON CURRENT (UPPER) PROPOSED EXISTING LEVELS ARE CONTINUED.

**SCHEDULE OF PLANTING**

TOTAL NO	SPECIES	SIZE	POT SIZE
83	MAELBA VIRESCENS	30/45	3
4	ANALANCHER CAMPDENENSIS (S) MULTI-STEM 1.8M	25	25
32	BERRBERIS LUTICOLORS PUMILA	30/45	3
128	B. ANAETHALICUM	30/45	3
3	BARBARA LUTICOLORS (S)	30/120	18
78	CHENYSA SILVENSIS	30/45	3
23	COTONISTAR MICROPHYLLUS	30/45	2
42	C. FRANCHETII	45/60	2
70	ELLENYMIUS OVATUS AUREUS	30/45	3
12	E. SILVER QUEEN	10/12	2
83	ESCALONIA 'GOLDEN STAR'	45/60	3
31	E. 'RED BEYOND'	30/45	3
84	LEUCORHIZA P. MACULATA	30/45	3
141	HYPERICUM MOSEBACHIANUM	30/45	2
60	HERE 'SUTHERLAND'	25/35	3
50	THYMUS 'OLD GOLD'	30/45	3
70	J. 'MINT JULIP'	30/45	3
250	PARUS SYLVATICA	60/75	0.4
1	MARITIMA 'CHARITY' (S) 3/3 STEM	70/90	25
38	QUERCUS ILEX	30/45	2
18	POTENTILLA SLUETZ.	30/45	2
51	P. 'ELIZABETH'	30/45	3
4	PHILADELPHUS 'BELLE ETOILE' (S)	50/120	25
4	P. 'SILVER QUEEN' (S)	30/120	25
2	PH. 'BERRY ASHBOURNE'	30/45	2
22	PH. 'AURA'	45/60	2
57	S. 'GOLD MOULD'	25/35	2
52	S. 'THUNDERBII'	30/45	2
58	SENECIO GIBBY	30/45	3
32	VIBURNUM TRILUS	45/60	5
110	V. DAVIDII	30/45	3
1	URTICA P. VIRESCENS (S)	90/120	25
4	PARthenocissus 'VITICII'	45/60	2

**TREES**

4 ACER 'SILVER' (AE) H.370/1214 O.G.

2 ACER 'SILVER' (AR) H.370/1214 O.G.

2 BETULA JACOBINIANA (BJ) 3/3 STEM, 3M TALL C.G.

4 CARPINUS FISTICATA (CF) E.H.S. 16/18 A.B.

6 CARPUS LUTICOLORS (CL) H.370/1214 O.G.

2 MALVA 'SUTHERLAND' (MT) H.370/1214 O.G.

2 PYRUS 'CHARITABLE' (PC) H.370/1214 A.B.

O.G. = OPEN GROUND (BARK ROOT) - SUBJECT TO STATION

C.G. = CONTAINER GROUND

- ANY TREES/SHRUBS THAT DO NOT MEET WITH THE ABOVE SPECIFICATIONS WILL BE REMOVED AT STRUCTURAL COMPLETION (APPROXIMATE WITHIN 14 DAYS)

- SUBSTITUTIONS (AVAILABILITY) MAY BE ACCEPTED IF ADVISED WITHIN 21 DAYS BEFORE WORKS ON SITE

- CONSULT WITH S.O. AS IN ORDER AS TO THE REQUIREMENTS OF THE ABOVE.

**NOTE: ALL PROPOSED TREE LOCATIONS ARE TO BE CONFIRMED RELATIVE TO EXISTING SERVICES - ADVISORY IF REQUIRED, AND INITIAL COPY OPERATIONS IF APPLICABLE - APPROXIMATE (SEPARATE DETAILS) - ALL TREE PITS TO BE FITTED WITH MAIN 300MM DIA FLEXIBLE IRRIGATION PIPES**

- TREES SPACES WITH LEAD BARK FROM COO AREAS S.L.

- TREES TO INTERFERE WITH SOL COMPACT ARE P.V. (SHOULD BE 5L PER PIT)

**CLIMBING PLANTS TO SERVICE YARD ONLY: LOCATIONS A - D (1/3 ARE LOCATIONS) PARthenocissus 'VITICII'**

- TO BE FURTHER ASSIGNED ON SITE - INCLUDING EXTERIOR OR ANY ALTERNATIVE RELATING TO IMPROVE SITE.

- AS APPLICABLE TO ANY WALL ALONG BASE OF EXISTING WALLS - QUANTITIES DETERMINED ON SITE FOLLOWING THESE DETAILS.

**PREPARED PLANTING TO STATION ROAD PARthenocissus 'VITICII'**

- ALL TREES TO BE PLANTED WITH MAIN 300MM DIA FLEXIBLE IRRIGATION PIPES

- TREES TO INTERFERE WITH SOL COMPACT ARE P.V. (SHOULD BE 5L PER PIT)

**GENERAL NOTES**

- THE LANDSCAPE CONTRACTOR IS TO CHECK THE POSITIONS OF ALL SERVICES (EXISTING AND PROPOSED) WITH THE MAIN CONTRACTOR PRIOR TO RELOCATING FOR THESE SERVICES - PARTICULARLY WHERE PLANTING OCCURS WITHIN SERVICE ZONES. CONSULT THE S.O. IF CONFLICTS ARISE.
- PROPOSED TREE POSITIONS TO BE CONFIRMED BY THE STRUCTURAL ENGINEER PRIOR TO COMMENCEMENT OF WORKS - CONSULT THE S.O. IF CONFLICTS ARISE.
- GRASS AREAS TO BE MOWED TO 50MM PRIOR TO PLANTING.
- ALL PLANTING TO BE COMPLETED WITHIN 14 DAYS OF COMMENCEMENT OF WORKS.
- A SHOWN LAYER OF MODERATE GRADE FERTILE SOIL SHALL BE BUILT UPON THE EXISTING SOIL TO BE SPREAD OVER ALL NEW PLANTED AREAS AT COMPLETION. SOIL GRADING SHOULD BE DONE PRIOR TO PLANTING.
- PLANTS ARE TO BE CHECKED DURING THE CONSTRUCTION TO ENSURE CONFORMITY WITH LISTING AREAS.
- SOILING MAINTENANCE FOLLOWING PRACTICAL OBSERVATION (TO INCLUDE 12 MONTHS DEFECTS LIABILITY) : - IN ACCORDANCE WITH SEPARATE AS SPECIFICATIONS.
- FINISH DETAILS OF PAVEMENTS/LANDSCAPES ETC. SEE MEP ARCHITECTURE DRAWINGS.
- BEFORE THE S.O. IF IT IS AGREED THAT ANY WORK SHOULD BE BUILT AS SHOWN - PLANT QUANTITIES MAY BE ADJUSTED TO SUIT.
- ANY SURPLUS PLANTS ARE NOT TO BE TORSION UNLESS ADVISED BY ADVANCE TO ALLOW CORRECT PLANTS TO BE SPECIFIED - OTHERWISE ANY SUCH AREAS ARE TO BE PAVED TO APPROPRIATE DETAILS.
- FOR ARCHITECTURE, SEE EXISTING TORSION - SEE DRAWINGS.

REV A MAY 14. Planting to suit. Frontage landscaped to Gloucestershire Street. Schedule revised to suit.

**CO-OP FOODSTORE**  
STATION ROAD  
BOURTON ON THE WATER  
GLOUCESTERSHIRE

**Landscape Proposals**

1:250 FEB 14. DRG No 1A

MARTINE HOLLAND  
LANDSCAPE DESIGN CONSULTANT

WOODSIDE HOUSE, MUCKLOW HILL  
HULLCROFT WEST MIDLANDS B47 2BT  
TEL: 0121 50 0507 FAX: 0121 501 153

27





North East Elevation - Station Road



South West Elevation - April Rise Boundary

**SCHEDULE OF PROPOSED MATERIALS**

External Walls - Natural Cotswold Limestone

Rainwater Goods - Powder coated metal eaves gutters and rainwater pipes

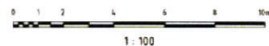
Pavement capping - Reconstituted stone (colour to match walls)

Roof - Stone effect concrete roof tiles and matching roof cappings

Windows and Entrance screen - Powder coated aluminium

External doors - Powder coated metal concrete

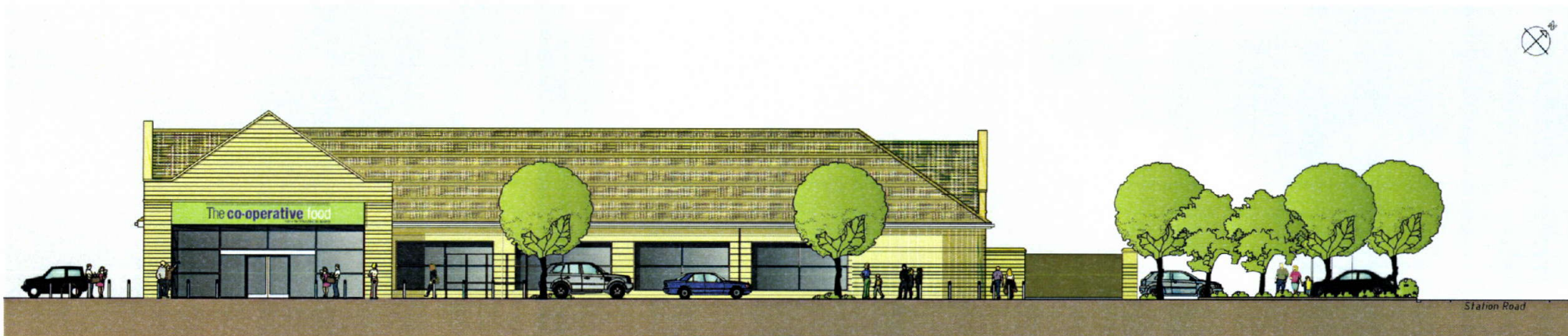
Eaves - Powder coated metal fascias and soffits



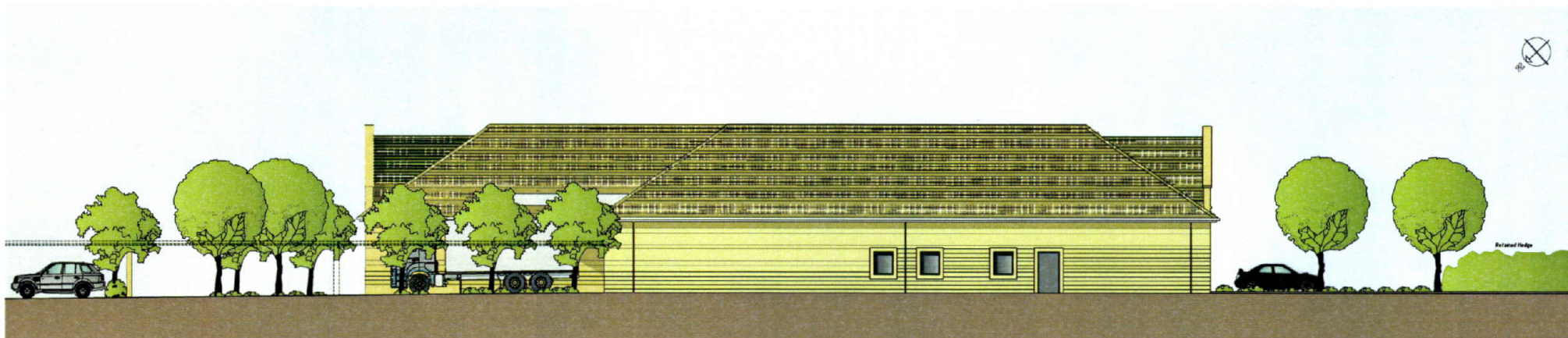
rev	04.04.14	Amendments to elevations	TD
date			drawn:ckn d
		<b>Gould Singleton Architects</b> Earle Way, Halesowen, West Midlands, B63 3HR Tel: 0121 520 0200 Fax: 0121 520 0200 e-mail: gsa@gould-singleton.co.uk	
1:100@A1	Proposed Supermarket		
01.2014	Station Road		
JH	Bourton-On-The-Water		
GSA	Gloucestershire		
2-1357/017A	Proposed Elevations		

The drawing and the building works depicted are the copyright of the Architects and may not be reproduced except by written permission. This drawing must be read and checked against any specialist drawings and information provided. Do not scale prints. Figured dimensions read to the nearest 5mm (1/16th inch).

23



South East Elevation - Entrance



North West Elevation - Side Boundary

**SCHEDULE OF PROPOSED MATERIALS**

External Walls - Natural Cotswold Limestone

Rainwater Goods - Powder coated metal eaves gutters and rainwater pipes

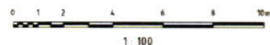
Parapet capping - Reconstituted stone (colour to match walls)

Roof - Stone effect concrete roof tiles and matching roof cappings

Windows and Entrance screen - Powder coated aluminium

External doors - Powder coated metal doorsets

Eaves - Powder coated metal fascias and soffits



rev	date	Amendments to elevations	TD
			drawn:chkd

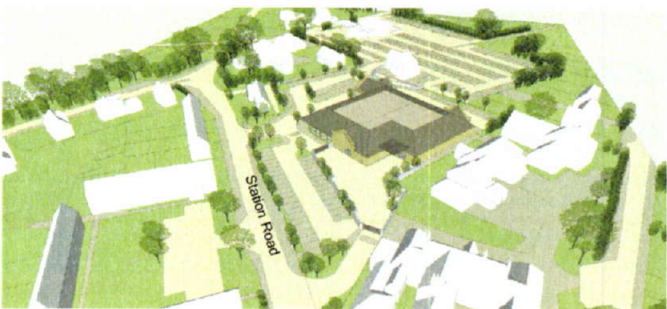
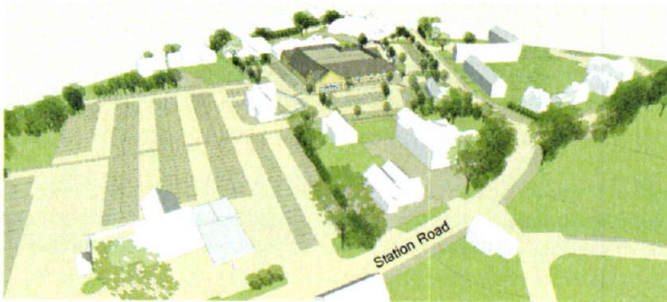
**Gould Singleton Architects**  
Earle Way, Halesowen, West Midlands, B63 3HR  
Tel: 0121 552 0900 Fax: 0121 552 0908  
e-mail: gsa@gouldsingleton.co.uk


1:100@A1 Proposed Supermarket  
Station Road  
Bourton-On-The-Water  
Gloucestershire

01.2014  
JH GSA  
2-1357/016A

This drawing and the building works depicted are the copyright of the Architects and may not be reproduced except by written permission. This drawing must be read and checked against any specialist drawings and information provided. Do not scale prints. Figured dimensions take to be taken from this drawing.





rev.	date	drawn	chk'd
 <b>Gould Singleton Architects</b> Earle Way, Halesowen, West Midlands, B63 3HR Tel: 0121 888 8888 Fax: 0121 888 8888 email: gsa@gould-singleton.co.uk			
number drawn	date	scale	
n/a	01.2014		
JH	GSA		
checked			
12-1357/020			
Proposed Supermarket Station Road Bourton-On-The-Water Gloucestershire Conceptual Visual and Modelling This drawing and the building works depicted are the copyright of the Architects and may not be reproduced except by written permission. This drawing must be read and checked against any specialist drawings and information provided. Do not scale prints. Figured dimensions only to be taken from this drawing.			





Above: Salmonsbury House

Below: Station Road looking north west



**Brief Report**  
**on**  
**Vehicle Exit from Proposed Supermarket on**  
**Station Road, Bourton-on-the-Water**  
**On behalf of**  
**Bourton-on-the-Water**  
**Parish Council**

### **Introduction**

John Hallam Associates have been instructed by Bourton-on-the-Water Parish Council to provide comment on the exit route from the proposed new Supermarket currently submitted to Cotswold District Council under Application Reference 14/00654/FUL where heavy goods vehicles exit onto Station Road, Bourton-on-the-Water.

### **Highway Width**

The width of Station Road as defined in the BGT Report is show dimension at 5,000 mm.

The Parish Council have measured Station Road at its narrowest point where vehicles will exit from the proposed site and turn left, where the road is 4,700 mm.

### **Site Layout**

On the proposals for the exit point from the site onto Station Road, no dimensions are provided to show the final position of the exit, neither are dimensions specifically to the narrowest point of the main highway, Station Road.

### **Vehicle Manoeuvring**

The BGT Report contains a site layout with vehicle tracking movements shown, however these are shown that the vehicle diagram only slightly extends beyond the centre of the main highway. Heavy Goods Vehicles are 2.5 mts overall the body and 3.1 mts overall the extent of the mirrors.

Therefore even with the full extent of the road defined by BGT as 5,000 mm, even with a HGV travelling along Station Road, the vehicle will extend beyond the centre of the road under normal circumstances irrespective of turning and exiting the proposed site.

The Stage F Highways Report recommends that detailed tracking should be provided.

The BGT site layout drawing also shows the line of the trailer when exiting the site, however this radius whilst drawn to small scale within the report appears to cross land which is outside of the site boundary.

By the nature of the red line on the site, and the tracking shown at the narrowest point, it is unclear as to the full extent of space required to allow a trailer to safely turn.

### **Vehicle Dimensions**

Articulated vehicles are measured at 16,500 mm overall, times 2,500 mm overall the body width. This excludes the mirrors taking the overall width to 3,100 mm. Trailer length is 13,600 mm.

The minimum turning radius for an articulated trailer with tri-axles is 5,300 mm.

The outer radius for a vehicle turning is 12,500 mm, using a twin axle trailer unit most commonly used for deliveries where tight turning space is available due to the tighter turning radius of a twin axle unit.

This allows for vehicles turning without the tri-axles spinning on the centre axle which is possible, however a longer straight line in order to allow the vehicle to exit and the centre axle to be inline with the nearest curb cannot be achieved due to the road width, therefore the minimum dimensions for turning as stated should be allowed for.

Vehicles of articulated design also have a swing radius of 2,040 mm from the kingpin, which potentially allows a trailer to overhang the edge of the vehicle body by 790 mm.



## **Site Exit Constraints**

To the extreme left hand side of the exit, is a large tree which is not on land part of the application site, but is located on the adjoining site belonging to Bourton-on-the-Water Parish Council. This tree is not intended to be removed.

The actual size of the tree in terms of its position on the tracking diagram in the BGT Report, and the radius of the tree together with its branch positions, is fundamental to the street scene, and should not be removed.

In order to protect the tree, it is recommended that this is Spot Listed.

The height of the trailer at a potential height of 4,500 mm, when turning may inflict damage on the crown of the tree, which whilst could be lifted, is outside of the site area of the planning application and any works cannot be carried out without prior agreement to the owners of the adjoining site, Bourton-on-the-Water Parish Council.

A low crown has the potential of both damage to the tree and to the trailer of heavy goods vehicles when leaving the site.

## **Exit from Supermarket Site**

The position and angle of leaving the site is obviously dictated by the position of the service yard in relation to the positioning of the building within the site, subsequently creating a fairly tight exit point from the site onto Station Road.

Due to the proximity of the exit to the edge of the site and the adjoining site, it is recommended that a Topographical Survey is carried out of the actual area where the exit is proposed, to show exactly the site boundaries, the width of the road, and the boundary delineations on the opposite side of Station Road, with an accurate tracking layout provided to our biggest scale showing not only the vehicle turning radius requirements, but the swing radius, and if appropriate to ensure that the exit point can be determined clearly for safety and viability reasons.

## **Visibility Splays**

The Stage F Report comments on Visibility Splay requirements, and there appears to be conflict between those shown and those suggested by the Stage F Report,

and a large scaled Topographical Survey would also allow clearer and precise visibility splay to be provided, to meet the current requirements of Gloucestershire County Councils Highways.

Much of the visibility splay passes through hedging outside of the application site boundary.

### **Root Protection area**

The Arboricultural Report refers to the existing Beech Tree as Tree 11, which should be noted as being outside of the site boundary of the application.

The current visibility splay shown on the application drawings passes through Tree 11.

The Arboricultural Report also recommends that Tree 11 should not be retained, however Tree 11 is outside of the application site, and therefore any recommendation or comment on its retainment or removal is irrelevant to the application.



33

## Development Management

Shire Hall  
Gloucester  
GL1 2TH

Martin Perks  
Cotswold District Council  
Trinity Road  
Cirencester  
Gloucestershire  
GL7 1PX

Please ask for: Alison Curtis

Pho

Our Ref: C/2014/031600

Your Ref: 14/00654/FUL

Date: 24 June 2014

Dear Martin,

### TOWN AND COUNTRY PLANNING ACT 1990 HIGHWAY RECOMMENDATION

**LOCATION: Salmonsbury House, Station Road, Bourton-On-The-Water,  
Cheltenham, Gloucestershire, GL54 2BQ**

**PROPOSED: Demolition of residential care home and construction of a new  
food store with car park and new access**

I refer to the documents listed below in response to comments previously made by this department:

- Second revision of the Transport Assessment (TA) dated 28<sup>th</sup> April 2014 submitted to the LPA on the 11<sup>th</sup> June 2014
- Traffic data submitted 12<sup>th</sup> June 2014
- Articulated vehicle delivery schedule as per the revised TA and the email dated 16<sup>th</sup> June 2014
- Staff Travel to work patterns as per email dated 16<sup>th</sup> June 2014
- Drawing numbered P959/101 Service Yard Access and Visibility
- Drawing numbered P959/121 Swept Path Analysis
- LTN1/95 Assessment submitted 12<sup>th</sup> June 2014

The report commissioned by the Parish Council in relation to the delivery vehicle exit submitted to the LPA on the 23<sup>rd</sup> June 2014 has also been taken into consideration.

The proposal seeks permission for a 1800sqm foodstore at the site of Salmonsbury House. The applicant has aspirations to re-open the petrol filling station adjacent the public car park on Station Road but this does not form part of the current application.

#### Site Location and Local Highway Network

The site is located towards the centre of the settlement of Bourton on the Water between the High Street and a small retail area to the north of the site. The site is well located to the wider highway network, Station Road provides a link through Bourton on the Water from the A429 Fosse Way north-south link from Warwick to Cirencester. Station Road is subject to a 30mph speed limit and benefits from footways along the northern side and in parts on the southern side of the road. The carriageway varies in width but is approximately 5m wide in the vicinity of the site. This is the narrowest section of Station Road.

A review of the recorded injury accident database has been undertaken with only 3 accidents since 2008. This does not reflect a safety problem on the local highway network.

#### Site Access

##### Pedestrian Access

A footway is proposed along the Station Road frontage of the site and a Zebra crossing is proposed to enable pedestrians to cross from the existing footway to the north of Station Road to the proposed store. The site will also provide a pedestrian route to the footpaths from the existing car park to the High Street. The Zebra crossing is discussed under the heading 'layout' below.

##### Vehicular Access

A speed survey has been undertaken on Station Road to ascertain the 85<sup>th</sup> percentile wet weather speed of traffic. The results of the speed survey indicate a speed of 29.4mph, within the 30mph limit. As such vehicular visibility splays of 2.4m by 43m are required and have been provided at the delivery vehicle exit. The visibility splays are shown over land within the applicant's control or over public highway. Drawing P959/101 demonstrates that the service delivery emerging visibility splays are not affected by the adjacent tree. Visibility splays of 2.4m by 54m have been shown at the main access. 54m are considered adequate. 54m is the sight stopping distance for vehicles travelling at 34mph.

Concern has been raised about the proposed geometry of the delivery vehicle exit. Comment was raised in the independent Road Safety Audit that the left turn only should be enhanced to prevent delivery vehicles from turning right and the Swept Path Analysis checked to demonstrate that the layout is sufficient to serve the intended purpose. Drawing numbered P959/121 submitted on the 19<sup>th</sup> June 2014 adequately demonstrates that the delivery vehicle 14.4m in length can egress the site safely. Furthermore the applicant has stated that the actual

delivery vehicle used is a 13.72m articulated vehicle, therefore the use of a larger vehicle in the swept path analysis presents a robust case.

The Safety Auditor was asked specifically to comment on a delivery vehicle crossing the centreline of the road to exit the site and stated *'I do not have any particular safety concerns. As a general comment, it is not unusual for delivery vehicles to use both lanes of a two-way urban street and the drivers are used to making the manoeuvres'*.

Drawing numbered P959/121 overcomes previously raised concerns and demonstrates a safe and suitable access.

#### Layout

The proposal includes a new access from Station Road for all vehicles accessing the site, this is also an exit point for small vehicles that do not choose to exit via the new access to the existing car park to the south. Delivery vehicles are to enter via this main access and turn right into the service yard and exit via a delivery vehicles only exit onto Station Road to the north of the site.

The proposed exit to the existing car park to the south is proposed to be a one way exit into the car park crossing the public footpath. No entry signs from the existing car park are proposed as are one way traffic control flaps. Fencing is also proposed along the edge of the pedestrian access from the existing public right of way in to the site to reduce the risk of conflict with vehicles in response to problems raised in the Road Safety Audit.

A Zebra crossing on Station Road is proposed as part of the scheme to provide safe pedestrian access to the store from the north and east of Station Road. The TA(2<sup>nd</sup> Revision) describes the options available for providing a crossing at this point and why the proposed Zebra crossing is the most appropriate for this location. The Highway Authority is satisfied this is the most appropriate crossing type and this has been confirmed by the scheme designer using the industry protocol assessment as contained in LTN1/95.

A Stage F Road Safety Audit and a Non-Motorised Users Audit has been submitted with the required Designer's Response. The Audit has highlighted safety and mobility problems, the Designer's Response has followed the recommendations set out by the Auditor to satisfactorily overcome the problems raised. The amended scheme is shown on drawing numbered 12-1357/012C and is acceptable.

#### Parking Provision

The proposal includes 100 car parking spaces. The Transport Assessment refers to the parking policy contained in LTP2, however, LTP2 has been replaced by LTP3. A draft parking strategy for LTP3 has been published. Paragraph 39 of the NPPF also states what factors should be considered when providing car parking spaces.

Notwithstanding the above a car parking accumulation survey has been undertaken using the trip rates from the TRICS database. The principle of a parking accumulation survey is acceptable to determine the level of parking required the TRICS selection criteria used are now representative of the store proposed. The parking accumulation survey illustrates that the peak

accumulation is 84 parked vehicles. 100 spaces are proposed, the parking accumulation has demonstrated this is appropriate and provides some spare capacity for peak periods such as Christmas.

The car park will be free for 90 minutes, use will be monitored and enforced with penalty notices.

The travel to work patterns of the existing staff shows that 57% of staff walk or use public transport, this is not expected to change. Sustainable travel for staff will be promoted through the Travel Plan. Staff that drive will receive permits.

## Development Site and Traffic Impact

### Existing Site

The former Care Home has closed, therefore it is not possible to survey traffic flows from the lawful use. The Transport Assessment refers to the Health and Care Home sections of the TRICS database, previously concern was raised with the population selection criteria being too high to represent Bourton on the Water. The selection criteria have been reviewed as requested, however, the TRICS database only contains four surveys for care homes thereby does not provide sufficient surveys to filter by population size. The trip generation for the existing use is therefore accepted.

### Proposed Site

Whilst it is accepted that the peak periods for food retail sites are Friday evening and Saturday lunchtime, the originally submitted population selection criteria from the TRICS database was too high to represent Bourton on the Water. The selection criteria has been reviewed, however none of the available surveys are representative of the population of Bourton on the Water. Therefore traffic surveys have been undertaken at the junction of the existing Co-op store and Countrywide store. These survey results have been compared to the trip generation of stores of a similar size to that proposed, without petrol stations and not located close to populations exceeding 125,000 from the TRICS database. This results in a predicted vehicular trip generation of 236 in the Friday PM peak hour and 251 in the Saturday lunchtime peak hour.

### Modal Choice - Existing Site Survey Primary Trips and Distribution

Trip generation is based on primary and non-primary trips. Primary trips are trips where there is only one purpose to the trip whereas non-primary trips have more than one destination for example stopping en route to a final destination.

A customer survey at the existing store on Station Road demonstrated that 84% of customers arrived by car, with between 75% on Friday and 62% on Saturday as shared (non-primary) trips i.e. the trip was already on the network.

The survey also asked for place of residence to determine the route used to get to the store. 69% of existing store traffic does not use the A429 Fosse Way junction.

### Operational Analysis of the A429 Station Road signals

The customer surveys indicate that of those trips originating from outside of Bourton on the Water 31% would use this junction. However, the origin of trips to the store indicates that using this junction is only one of the routes available with the same journey time. The traffic surveys recorded that 50% of customers turned to the north along Station Road, there are numerous residential properties to the north of the existing store that would not use this junction. Realistically, only a maximum of 10% of the total trips to the development will be new trips.

A junction capacity assessment has been undertaken using the LINSIG modelling software for the existing layout of the junction and for the improved junction layout as secured with planning permission 12/03616/OUT for the opening year 2016 and future year 2021. The capacity assessment includes:

- an all red stage is called every other phase for the benefit of pedestrians,
- the traffic generation from permission 12/03616/OUT
- the existing Co-op traffic remains
- all traffic associated with this development is considered as new
- 31% of the development traffic using this junction
- Growth factors for future assessment years derived from the industry recognised TEMPRO database

Presenting a worst case scenario. A junction is considered to be operating at or over capacity at when the saturation reaches 90%.

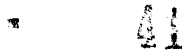
The capacity modelling outputs indicate that for the existing junction layout in the Friday PM peak hour in 2016 (year of opening) the saturation of the junction will increase from 57% without the development to 59.9% with the development. In the horizon year of 2021 the saturation of the junction will increase from 60.8% without the development to 63.8% with the development. The longest delay of 53 seconds per stationary vehicle on Station Road, with the longest stationary queue of approximately 15 vehicles south bound on the A429. The development has less impact on the junction on the Saturday lunchtime peak hour with the degree of saturation reaching 58.4%. This demonstrates that even with the development the existing layout of the junction will accommodate the proposed trip generation.

For the proposed junction improvements for the horizon year of 2021 with the development the highest saturation is 55.8% on the Friday PM peak.

The robust assessment of the cumulative impact of the vehicular trip generation on the highway network demonstrates that the development will not have a severe impact on the operational capacity of the local highway network.

#### Servicing to the store

The number of delivery vehicles per day is stated as two articulated vehicles, two rigid trucks and two transit vans, these vehicles will not all arrive at the same time as time-managed deliveries are operated by the applicant. The delivery area has been demonstrated how, at



worst case, more than one delivery vehicle could be accommodated in the service yard if necessary.

I refer to the above planning application, amended information and plans as listed above. I recommend that no highway objection be raised subject to the following condition(s) being attached to any permission granted:

The building hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no.12-1357012C, and those facilities shall be maintained available for those purposes for the duration of the development.

Reason: To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site.

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan and those facilities shall be maintained for the duration of the development.

Reason:- To ensure that adequate cycle parking is provided and to promote cycle use.

The vehicular accesses hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access (measured from the public road carriageway edge) to a point on the nearer carriageway edge of the public road 43m distant in both directions, and the area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between those points at a height of between 1 metre and 2.1m above the adjacent carriageway level.

Reason: To reduce potential highway impact by ensuring that adequate visibility is provided and maintained.

Prior to the occupation of the development hereby permitted the vehicular accesses shall be laid out and constructed in accordance with the submitted plan drawing no. 12-1357012C and with the area of access road within at least 10.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained for the duration of the development.

Reason: - To reduce potential highway impact by ensuring the access is suitably laid out and constructed.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;



- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations;
- vii. measures to control the emission of dust and dirt during construction

Reason: To reduce the potential impact on the public highway.

The development hereby permitted shall not be occupied until the Zebra crossing facility and associated footway works has been completed and opened to the public.

Reason:- To provide a safe means of pedestrian access to the development from the north side of Station Road.

Note:

The proposed development will involve works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing those works.

Yours sincerely,

Alison Curtis  
Development Co-ordinator