

LATE MATERIAL: DEVELOPMENT MANAGEMENT COMMITTEE
9 June 2026

ITEM 1 P1117/24/FUL Old Ferry Inn Business Centre, Beachley

Additional & Amended Conditions

Condition 10 (Privacy Screens) amended wording:

10. Prior to the first occupation of the dwellings hereby approved, the balustrades serving the first-floor balconies on the north and south elevations, as shown on drawing 'Proposed Elevations Rev. B', shall be fitted with infill panels constructed of obscured and non-transparent materials.

In addition, the infill panels to the north and south-facing sides of each balcony shall provide a continuous obscured and non-transparent screen to a minimum height of 1.7 metres above the finished floor level of the balcony.

The balustrades and infill panels, including any subsequent replacement, shall thereafter be retained and maintained in accordance with these specifications.

Reason: To ensure an acceptable level of privacy is maintained between the proposed dwellings in the interests of the amenity of future occupiers, in accordance with Policy AP.4 of the Allocations Plan.

Condition 12 (Tugboat Store) amended wording:

The proposed tugboat garage shall be constructed in accordance with drawing refs. '13249/002 Rev. D' and '13249/005 Rev. A' and made available for use by the emergency service no later than 3 months following the first occupation of the dwellings hereby approved.

The tugboat garage shall thereafter be retained and maintained for this purpose.

Reason: To ensure that the proposed improvement to a community facility is secured and remains available for its intended use, in accordance with Policy CSP.8 of the Core Strategy.

Condition 21 (Pillbox) wording:

Notwithstanding the submitted details, the existing pillbox shown on drawing ref. '13249/002 Rev. D', and received on 04.06.2026, shall be retained and maintained.

Reason: To ensure the retention of a historic feature within the site, in the interests of conserving the historic environment, in accordance with the National Planning Policy Framework and Policies CSP.1 of the Core Strategy and AP.5 of the Allocations Plan.

Officer Comments

The late material relates to amendments to the recommended conditions rather than any substantive change to the assessment of the application. In summary, revised wording is recommended for the balcony privacy screen condition to ensure that additional screening is secured on the north and south elevations of the first-floor balconies in the interests of safeguarding privacy for future occupiers. Revised wording is also recommended for the tugboat garage condition to make clear that the building must not only be provided within the specified timeframe but also retained thereafter for that purpose.

In addition, a new condition is recommended requiring the retention of the pillbox. Although the pillbox has not been the subject of a full separate heritage assessment, it is considered to represent a historic feature of the site worthy of retention, having regard to its likely significance as a surviving wartime structure.

These amendments do not alter the overall assessment of the proposal or the planning balance set out in the report.

The recommendation therefore remains that **DELEGATED AUTHORITY** be given to the Development Manager to **GRANT PERMISSION** in accordance with the schedule, including the above new and amended conditions outlined within the Late Material.

ITEM 2 P1390/24/FUL Jurovan, Yorkley

Additional Consultation Response from West Dean Parish Council

West Dean Parish Council are disappointed at the reaction/dismissal of the points made by our Parish Councillor at the site visit on 02.06.26, but would reiterate we have concerns over the massing effect of the two dwellings and the western boundary visibility is poor. Planning regulations as they are extant at the date the application is assessed, we would expect they will be followed.

Amended Condition 13 (Boundary Wall)

13. Unless required to secure the new access and visibility splays as required by conditions 03 and 04, the existing stone wall boundary, as shown on drawing PL01 Rev. C, shall be permanently retained and maintained for the lifetime of the development.

In addition, the structural damage to the west boundary wall shall be made good prior to the first occupation of the dwellings hereby approved.

Reason: To preserve the character and appearance of the site and the wider Yorkley Slade Locally Distinctive Area, in accordance with the National Planning Policy Framework, Policies CSP.1 of the Core Strategy, Policies AP.4 and AP.6 of the Allocations Plan, and Policy 5: Design in new developments of the Forest Edge South Neighbourhood Development Plan.

Officer Comments

The additional comments from West Dean Parish Council are acknowledged with regard to the concerns raised at the Site Inspection Panel (SIP). For clarification, the purpose of a SIP is for Members to view the site and ask questions on aspects of the proposal. It is not a forum for debate or negotiation on the merits of the application. The matters raised by the Parish Council, including concerns relating to the scale and massing of the dwellings and visibility at the site access, have been fully considered within the main body of the officer report. The Local Highway Authority has raised no objection to the development subject to conditions, and the proposal is not considered to result in unacceptable harm in respect of character or highway safety.

In respect of the revised Condition 13, this has been amended to secure the repair of the structurally damaged section of the west boundary wall prior to first occupation. This amendment strengthens the control over the treatment of the site boundaries and ensures the preservation of features which contribute positively to the character and appearance of the Yorkley Slade Locally Distinctive Area.

The recommendation therefore remains that **DELEGATED AUTHORITY** be given to the Development Manager to **GRANT PERMISSION** in accordance with the schedule, including the above amended condition outlined within the Late Material.

ITEM 03 P0672/25/OUT Land north of Carisbrook Road, Mitcheldean.

Additional Neighbour Representations

Six further representations have been received; all are from people who have previously made representations. Two new issues have been raised which are the timing of the meeting which is considered inconvenient and should be rescheduled to an evening meeting and secondly that there should be a push button vehicle stop crossing with sound a few yards into the site access to allow blind and partially sighted people to cross the road with further

controlled crossings within the site and that all roads within the site must have kerbs with dropped paving for wheeled access.

Additional Applicant's Representations

- Condition 20: would not want a developer to be wedded to the strategy in the outline should a better solution be identified at reserved matters stage. Could accept a condition requiring it to be in accordance with the principles of the strategy.
- Condition 31: query why the trigger for the works to be carried out is pre-commencement rather than first occupation.
- Suggest conditions 24 and 33 are combined.

Additional Consultation Responses

Parish Council

The Parish Council has provided a further copy of the comments made and précised within the schedule. No new issues are raised.

Gloucestershire County Council (Highways)

- Submitted travel plan is acceptable, suggested condition states that if following monitoring targets are not being met, a revised plan should be submitted.
- No response from Integrated Transport Unit has been received; GCC will not pursue a contribution for public transport.
- In relation to option 1 for travel plan costs, the monitoring fee would be £5000 and the deposit would be £42,100.

Gloucestershire County Council (Lead Local Flood Authority)

- Revised wording of condition is acceptable.

Officer Comments

The concern regarding to the timing of the meeting is noted. Evening meetings are not provided for the Development Management Committee and the meeting is live streamed on the Council's website for those unable to attend in person.

The second new issue raised within the representations regarding a controlled crossing with sound a few yards into the site with further controlled crossings within the site are noted. This application considers the vehicular access point and the first 10m. of road into the site and no request has been made by the Highway Authority to include a controlled crossing at this point. The layout of the remainder of the site including the access roads would be the subject of reserved matters where matters such as kerbs, dropped paving and further controlled and uncontrolled crossings within the site could be considered.

The comments from the applicant regarding the pre-commencement conditions are noted. In relation to condition 20, officers shared the applicant's

suggested wording with the LLFA given they are the technical consultee. They have confirmed that the suggested wording is acceptable. Accordingly, the revised condition 20 is set out below.

In relation to condition 31, officers have explained that it is considered necessary that the condition is a pre-commencement one as the works referred to in the condition would be subject to a potential Traffic Regulation Order which is a separate process. As a result, officers are unable to guarantee that it will be able to be secured but consider it necessary to make the development acceptable. Consequently, officers do not want the development to be constructed without the works and if this was not possible, then the development would be able to not proceed. No further comments have been provided from the applicant in response.

In relation to conditions 24 and 33, the two conditions could be combined. They were worded as two separate conditions as they cover two slightly different topics and would allow for more flexibility at discharge of conditions stage as an application could be submitted for one condition without the other. However, the applicant has requested they are combined and it is considered that there is no harm in a single condition. In terms of numbering, condition 24 would be amended and condition 33 on p147 of the schedule would be deleted.

Having reflected since Site Inspection Panel on 2 June and reviewed the conditions, a further condition to secure the closure of the two existing vehicular access points onto Bradley Court Road is suggested. This is the additional condition set out below.

Recommendation

The recommendation **remains one of delegated permission** as set out on p.135-136 of the schedule with the revisions to the conditions and the additional condition to secure the closure of the two existing vehicular access points onto Bradley Court Road set out below and the deletion of condition 33 on p147.

Revised Conditions

20. No development shall commence until a detailed Sustainable Drainage System (SuDS) Strategy document has been submitted to and approved in writing by the Local Planning Authority which shall be in accordance with the principles set out in the Outline Drainage Strategy drawing 6326/01-04-B received 3 June 2025

The SuDS Strategy shall include a detailed design, infiltration tests carried out to the standard of BRE 365, a timetable for implementation, and a full risk assessment for flooding during the groundworks and building phases with mitigation measures specified for identified flood risks. The SuDS Strategy shall also demonstrate the technical feasibility/viability of the drainage system

through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the lifetime of the development.

The approved scheme for the surface water drainage shall be implemented in accordance with the approved details before the development is first occupied and shall thereafter be similarly retained.

Reason: To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality and to accord with policies CSP.1 and CSP.2 of the Core Strategy and policy AP1 of the Allocations Plan.

Condition 24

Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall be completed by a suitably competent individual and shall cover the following:

- a) Procedures for maintaining public relations including a comprehensive complaints procedure.
- b) All works and ancillary operations which may be audible at the site boundary, including hours of operation.
- c) Mitigation measures (as defined in 'BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites') and how they shall be used to minimise noise disturbance.
- d) Procedures for emergency deviation of the agreed working hours.
- e) Control measures for dust and other air-borne pollutants.
- f) Measures for controlling the use of site lighting whether required for safe working or for security purpose.
- g) Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- h) Advisory routes for construction traffic;
- i) Any temporary access to the site;
- j) Locations for loading/unloading and storage of plant, waste and construction materials;
- k) Method of preventing mud and dust being carried onto the highway;
- l) Arrangements for turning vehicles;
- m) Arrangements to receive abnormal loads or unusually large vehicles;
- n) Highway Condition survey;
- o) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The approved CEMP shall be adhered to for the duration of the construction period.

Reason: In the interests of the residential amenity of the existing residents during the construction period and in the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development and to accord with policy CSP.1 of the Core Strategy, policy AP4 of the Allocations Plan and the advice in the NPPF and NPPG.

Additional Condition

33. Prior to the first use of the vehicular access hereby permitted, the two existing vehicular access points onto Bradley Court Road shall be permanently stopped up. Details of how the existing vehicular access points are to be stopped up shall be provided with details submitted pursuant to condition 1. The approved details shall be permanently maintained as such thereafter.

Reason: In the interests of highway safety, to accord with the terms of the application and to accord with policy CSP.4 of the Core Strategy and the advice in the NPPF.

ITEM 04 P0331/26/FUL 23 High Street, Cinderford.

There is no late material for this item.