

MINUTES OF WOTTON-UNDER-EDGE TOWN COUNCIL

PLANNING COMMITTEE HELD ON 26th January 2026, at 7pm in the Coombe Suite at the Civic Centre



PRESENT:

Cllrs: R Claydon (Chairman), P Smith, D Thomas, B Britton-Griffiths, R Halpin, E Edwards.

In attendance: A Durn (Town Clerk), 2 representatives from Morgan Elliot Planning Consultants, 1 member of the public

P.6676. Apologies for absence: Cllr L Hewish, J Cordwell, R Greenup F Hull, J Lewis, P Underwood, District Cllrs C Braun, G Kitchen.

P.6677. Declarations of Interest & Dispensations.

Cllr R Claydon declared an interest in the item on private estate management arrangements

P.6678. Public Forum.

The representatives gave a presentation on the planning application S.25/2396/FUL and S.25/2397/LBC Renishaw PLC, Old Town development. They explained that there had been a change to the layout and the site was designated a key employment area with the adjoining McMurtry site within a conservation area. There followed a lengthy discussion on the parking allocation and Councillors explained that Wotton under Edge had a special allocation of 2 spaces per resident within the Local Plan however the application had only allowed 1.5 spaces. Concerns were raised about parking in the wider area and access safety to and from the site. Further discussions included the amenity space provision, type of cladding, residential usage, design, blocking of light, Old Town Toilets, affordable housing, and use of renewables.

P.6679. Chairman's Report

The Chairman stated that he would give his report at the end of the meeting.

P.6680. Minutes of 15th December 2025

It was **RESOLVED** to approve the Planning Committee Minutes of the meeting dated 15th December 2025 to include an addition as a true and fair record.

P.6681 New Planning Applications.

a) S.25/2396/FUL Renishaw PLC, Old Town.

[Conversion of a former schoolhouse to two dwellings and conversion of a former office/storage building to three dwellings. Erection of 4 dwellings along with landscaping, drainage and other associated works.](#)

There was a lengthy discussion. It was **RESOLVED** to make the following comments:

Parking

There is ambiguity regarding the total number of parking spaces provided. The Planning Statement (Para 4.9) states: 11 residential, 6 visitors, 6 third party. The D&S Statement (Para 3.2) says "24". The Transport Statement (Para 5.49) states: 11 residential, 3 visitors. The Site Layout shows 24 spaces. In any case it is considered that 11 residential spaces are insufficient for this location. It is appreciated that the guidance in the MfGS has been followed but this takes no

account of local conditions. The still-in-force SDC Local Plan makes special provision for Wotton. Para 5.67 of the Plan states:

*“The Council is concerned, however, that lower levels of parking provision for new housing development in town centres could lead to pressure for on-street parking in both commercial and nearby residential areas, and therefore will consider large housing development proposals very carefully in this respect. **This is particularly the case in the town of Wotton-Under-Edge**, where there is already a shortage of public parking provision. Housing proposals in such towns where parking problems exist will be expected to meet the parking standards, unless it can be clearly shown that the benefits of the development outweigh the need to meet these standards. “*

Appendix 2 of the Local Plan (Parking Standards) for dwelling houses states:

“1.5/dwelling (average) 2/dwelling will be required where it can be demonstrated, through a supporting parking study, that a greater parking provision would assist in alleviating an existing, on-street parking problem.”

Since Wotton clearly has an on-street parking problem (as evidenced in the Parking Survey (Para 5.56 and Annex L of the Transport Plan) the Town Council expects 2 parking spaces to be provided for each residence (18, not 11) giving an overall total requirement of 30, not 23. To avoid exacerbating Wotton’s on-street parking problems (all main routes are narrowed to single track) all estate parking must be contained on-site. The development will, in any case, create more on-street parking since the 2-3 vehicles (belonging to neighbours) which are habitually parked at the site entrance (see photograph in D&A Statement) will be displaced by the proposed bollards or TRO (Transport Plan Para 5.9). unless additional on-site provision is made for these. The vehicles of unauthorised users of the existing car park will also be displaced onto nearby roads.

It is considered, therefore, that insufficient on-site parking provision has been proposed.

The provision of the 6 third party parking spaces and access for deliveries to the rear of Long Street shops will need to be retained during construction.

Transport Issues and Safety

There is concern that the entrance to the site is unsatisfactory and not wide enough for both vehicle and pedestrian use. Residents regularly park cars either side of the access road which makes it difficult for cars to pass each other. Old Town has on-street parking, resulting in a single width carriageway with passing places. The access road to the site is regularly used as a passing place to assist traffic flow and this becomes particularly congested when there is a bus parked at the bus stop which is very near the entrance and it can be parked there for 20 minutes, adding to the concerns of highway safety.

The Town Council does not agree that the site access is safe. Para 5.26 of the Transport Plan recognises that the visibility splays are sub-standard and the real-world situation is made worse by parked vehicles and buses. Also, there are concerns about the safety of pedestrians using the site entrance and also the public toilets (where users exit directly onto the access road) and no footway is proposed. (These toilets are currently closed, but the Town Council has a re-build programme

in planning.) It is considered that these highway safety issues would contravene the provisions of Paras 116 and 117 of the National Planning Policy Framework. The submitted Transport Assessment does not adequately reflect the above concerns.

The results of the Parking Survey are noted. However, it is necessary to conduct surveys later in the evening when more residents will have returned home from work. The 5pm survey was too early to properly assess the true minimum number of vacant spaces. The statement at Para 5.58 of the Transport Plan is, therefore, disputed. The survey does, however, illustrate the extent of Wotton's on-street parking problems. Old Town, Bear Street and Gloucester Street suffer with traffic congestion during peak times and there is concern that this will increase when the new railway station in Charfield is completed.

Statements are made about use of the proposed residences by Renishaw staff (eg. VBC Report, Para 5.14, D&A Statement Page 32) thereby limiting the need for car use. However, it is understood that the Old Town facility is being or has been vacated by Renishaw which will negate this apparent benefit.

Affordable Housing

It is disappointing that the Applicant is seeking to reduce the number of affordable houses to be provided by using the Vacant Building Credit (VBC) methodology which would see only one (1.15) of the houses allocated as affordable rather than 2.7. It is hard to see how the affordable housing statement (D&A Statement, Page 32) about the provision of "much needed affordable housing" is justified.

Old Town Toilets

There is concern that the proposed development could affect the planned rebuilding of the public toilets on the access road, close to the entrance. Discussion with the Applicant to avoid conflicting construction activities are required.

There may also be an opportunity to consider whether, as part of the re-build programme, the toilets could be moved to a different location on the site to ameliorate the safety issues at the site entrance mentioned above. The Town Council would welcome such discussions with the Applicant.

b) S.25/2397/LBC Renishaw PLC, Old Town.

[Conversion of a former schoolhouse to two dwellings and conversion of a former office/storage building to three dwellings. Erection of 4 dwellings along with landscaping, drainage and other associated works.](#)

It was RESOLVED to support the application.

c) S.26/0053/CPL Undercroft Tabernacle Road Wotton-Under-Edge Gloucestershire GL12 7EF

[Certificate of Lawfulness for the erection of an outbuilding adjacent to the host dwelling to provide a home garden office.](#)

It was RESOLVED to Support with the following comment:

Wotton-under-Edge Town Council wishes to support this application with the following comments. If the Planning Authority is minded to allow this application a planning condition is required which states that the proposed home garden office is only to be used for domestic purposes incidental to the enjoyment of the dwelling house as such, and not for any separate industrial, commercial, or business use, or become a separate residence.

- d) **S.25/2334/HHOLD** [Installation of replacement windows.](#) 11 Old Town Wotton-Under-Edge Gloucestershire GL12 7DH
It was RESOLVED to Support the application.

P.6682 Revised National Planning Policy Framework Published for Comment

The government has published a revised National Planning Policy Framework (NPPF), together with associated documents, for comment. The NPPF is a key planning document as it sets out the government's planning policies for England and how these are expected to be applied. The revised document states that the twelve most significant reforms. <https://www.slcc.co.uk/revised-national-planning-policy-framework-published-for-comment/> The consultation deadline is 10th March 2026. It was RESOLVED to defer to Stroud District Council to respond.

T.6683 Planning and Infrastructure Bill The Bill came into force on 18th December 2025. A key part of the government's reforms aimed at modernising the planning system and infrastructure in England.

<https://www.gov.uk/government/news/landmark-planning-and-infrastructure-bill-becomes-law> The Bill was noted.

T.6684 Consultation: Reducing the Prevalence of Private Estate Management Arrangements

The government has announced a consultation on proposals to tackle unadopted amenities on privately managed housing estates in England. There is a growing issue of unadopted amenities on privately managed housing estates in England, where communal infrastructure such as roads, green spaces, and drainage systems are maintained by private management companies rather than public authorities, including local councils. [Reducing the prevalence of private estate management arrangements - GOV.UK](#) The deadline is 12th March 2026. It was RESOLVED for Councillors to review and for this item to be added to the next Planning Committee meeting on 23rd February 2026 for consideration.

T.6685 Planning Appeals

The following appeals were noted:

a) 11 Holywell Road Ref 6000857 Planning Application

S.25/0799/HHOLD. Loft conversion with dormer extensions and dormer windows. Erection of a porch, alterations to fenestration, removal of chimney and new flue. **Planning Permission Granted.**

b) Application for costs in relation to 11 Holywell Road Ref 6000857

Planning Application S.25/0799/HHOLD. Loft conversion with dormer extensions and dormer windows. Erection of a porch, alterations to fenestration, removal of chimney and new flue. **Application Refused.**

T.6686 Stroud District Council Planning Decisions.

The following planning decisions were noted:

- a) S.25/2113/HHOLD 21 Merlin Haven.** Alterations, extensions & renovations to dwelling. **Application Permitted with 6 Conditions.**

- b) **S.25/2349/TCA T1 Mature Beech - Pruning of the lower branches by 1.5m and removal of small secondary limbs.** 16 Bradley Street Wotton-Under-Edge Gloucestershire GL12 7AR **Application Permitted**
- c) **S.25/2319/HHOLD** 28 Cherry Orchard Wotton-Under-Edge Gloucestershire GL12 7HT**Application Permitted**

P.6687 Chairman's Report

Councillor Claydon said that he would be resigning a member of the Council after the evening's meetings. He explained his reasons and after much deliberation, he had concluded that the time was right for him to leave the Council after almost 15 years of service. He thanked everyone for their help and support during his time as a member and wished the Council well for the future.

This completed business at 8.12pm

Signed.....**Dated:**
Chairman