



STROUD DISTRICT COUNCIL

Council Offices • Ebley Mill • Ebley Wharf • Stroud • GL5 4UB

Tel: (01453) 754 351/754 321

www.stroud.gov.uk

Email: democratic.services@stroud.gov.uk

7 February 2020

DEVELOPMENT CONTROL COMMITTEE

A meeting of the Development Control Committee will be held on **TUESDAY 18 FEBRUARY 2020** in the Council Chamber, Ebley Mill, Ebley Wharf, Stroud at **6.00 pm.**

Kathy O'Leary
Chief Executive

Please Note:

- i. This meeting will be filmed for live or subsequent broadcast via the Council's internet site (www.stroud.gov.uk). By entering the Council Chamber you are consenting to being filmed. The whole of the meeting will be filmed except where there are confidential or exempt items, which may need to be considered in the absence of the press and public.
- ii. The procedure for public speaking which applies to Development Control Committee is set out on the page immediately preceding the Planning Schedule.

A G E N D A

1 APOLOGIES

To receive apologies for absence.

2 DECLARATIONS OF INTEREST

To receive Declarations of Interest in relation to planning matters.

3 MINUTES

To approve and sign as a correct record the minutes of the Development Control Committee meetings held on 26 November 2019, 18 December 2019 and 8 January 2020.

4 PLANNING SCHEDULE AND PROCEDURE FOR PUBLIC SPEAKING

(Note: For access to information purposes, the background papers for the applications listed in the above schedule are the application itself and subsequent papers as listed in the relevant file.)

4.1 LAND NORTH WEST OF, BOX ROAD, CAM, GLOS (S.19/0810/REM)

Approval of reserved matters following permission S.17/1366/OUT for the erection of 90 residential dwellings (including affordable housing), access related works, with public open space, and associated works (375076 - 202009)

4.2 LAND NEAR HORSETROUGH ROUNDABOUT, EBLEY ROAD, STONEHOUSE, GLOS (S.19/1905/FUL)

Erection of Auction Showroom (Sui Generis) along with associated parking and landscaping. Resubmission of S.18/0105/FUL.

Members of Development Control Committee

Councillor Martin Baxendale (Chair)
Councillor Miranda Clifton (Vice-Chair)

Councillor Dorcas Binns
Councillor Nigel Cooper
Councillor Haydn Jones
Councillor Steve Lydon

Councillor John Marjoram
Councillor Jenny Miles
Councillor Sue Reed
Councillor Mark Reeves
Councillor Jessica Tomblin
Councillor Tom Williams



STROUD DISTRICT COUNCIL

Council Offices • Ebley Mill • Ebley Wharf • Stroud • GL5 4UB

Tel: (01453) 754 351/754 321

www.stroud.gov.uk

Email: democratic.services@stroud.gov.uk

DEVELOPMENT CONTROL COMMITTEE

26 November 2019

6.00 pm – 7.55 pm

Council Chamber, Ebley Mill, Stroud

3

Minutes

Membership

Councillor Martin Baxendale (Chair)	P	Councillor John Marjoram	A
Councillor Miranda Clifton (Vice-Chair)	P	Councillor Jenny Miles	P
Councillor Dorcas Binns	P	Councillor Sue Reed	A
Councillor Nigel Cooper	P	Councillor Mark Reeves	P
Councillor Haydn Jones	P	Councillor Jessica Tomblin	P
Councillor Steve Lydon	P	Councillor Tom Williams	P

P = Present A = Absent

Officers in Attendance

Head of Development Management	Solicitor & Deputy Monitoring Officer
Development Team Manager	Senior Planning Officer
Senior Biodiversity Officer	Planning Officer
Principal Planning Officer (Major Sites)	Democratic Services & Elections Officer
Highways Representative	

DC.029 APOLOGIES

Apologies for absence were received from Councillors Marjoram and Reed.

DC.030 DECLARATIONS OF INTEREST

Councillor Lydon declared that he has a membership at Rococo Gardens but he had taken advice from the Solicitor and Deputy Monitoring Officer and did not consider that he had an interest under the Code of Conduct which would prevent him from taking part in the Rococo Garden planning application (S.19/0570/FUL). Nevertheless in the interests of being open and transparent he wished it be noted.

DC.031 MINUTES – 15 OCTOBER 2019

RESOLVED That the Minutes of the meeting held on 15 October 2019 are accepted as a correct record.

DEVELOPMENT CONTROL PLANNING SCHEDULE

Representations were received and taken into account by the Committee in respect of Applications:

1	S.19/0810/REM	2	S.19/0570/FUL	3	S.19/1122/REM
4	S.19/1768/FUL	5	S.19/1404/HHOLD		

Late Pages relating to Scheduled Items 1, 3 and 5 had been circulated to Committee prior to the meeting and hard copies were also available at the meeting. Members confirmed that they had read the Late Pages.

DC.032 LAND NORTH WEST OF BOX ROAD, CAM, GLOS (S.19/0810/REM)

The Head of Development Management confirmed that she had received objections to the scheme from the Gloucestershire County Council's Highways Department and requested Committee to defer the application to allow time for Officers to negotiate a solution.

Councillor Miles proposed a Motion to accept the Officer's advice to defer the application; this was seconded by Councillor Clifton.

On being put to the vote the Motion was carried unanimously.

RESOLVED To DEFER Application S.19/0810/REM.

DC.033 PAINSWICK ROCOCO GARDEN, GLOUCESTER ROAD, PAINSWICK, GLOS (S.19/0570/FUL)

The Principal Planning Officer (Major Sites) outlined the application for the construction of a new visitor centre, community and education room, function room and secured compound with associated hard and soft landscaping. A site plan and a photograph showing the view whilst approaching the building were displayed. There would be harm to the parkland setting which had been reduced as far as possible, but the benefits to the garden outweighed the harm.

Mrs Elvidge lived next door to the site and stated her reasons for strongly objecting to the application, suggesting an alternative site behind the stables and requesting that Committee refuse the application.

Gail Stolen, a Trustee of Painswick Rococo Gardens, outlined reasons for supporting the application which would take up a small part of the 19th Century parkland. Negotiations had taken place with the owner and a covenant on the alternative site Mrs Elvidge had cited could not be lifted.

The Officer confirmed that the application would cause limited harm and that the Committee should be looking at the proposal before them. There were concerns with the scheme over accessibility for physically disabled visitors, Condition 8 had been designed to address this. The car park was currently open plan but would have designated parking for 119 cars and a coach space. The Car Park Management Plan has provision for 6% disabled parking. There was a Noise Management Plan and if noise levels were breached the Enforcement Team could investigate. A plan was displayed showing the various buildings and two visualization photographs.

Councillor Cooper proposed a Motion to accept the Officers' advice, this was seconded by Councillor Jones.

Councillor Cooper remarked that the report was comprehensive. A huge amount of negotiations had taken place and the application was strongly supported by the Parish Council. The gardens received over 50,000 visitors per year.

On being put to the vote there were 8 votes for the Motion and 0 votes against with 2 abstentions.

RESOLVED To Grant Permission for Application S.19/0570/FUL, subject to Conditions.

DC.034 PARCEL PS1 LAND WEST OF STONEHOUSE, GROVE LANE, WESTEND, GLOS (S.19/1122/REM)

The Principal Planning Officer (Major Sites) outlined the application for a new primary school and nursery. Members had requested that solar PV panels were attached to the roof and had deferred the application at October's Committee.

The applicant whilst recognising the climate emergency was unable to include solar PV panels at this stage, but the proposed scheme sought to address sustainability in a different way by maximising the energy efficiency by the fabric used in the building. Higher levels of materials would be used than the basic building regulation requirements. Gloucestershire County Council had signed off the design. The Officer drew Members' attention to Late Pages and the update to Condition 7.

Stonehouse Parish Council had welcomed the increase in the number of cycle parking but were disappointed that there were not going to be any solar PV panels.

There were no public speakers.

Councillor Lydon expressed his disappointment that solar PV panels had not been included, particularly on a new school building and asked if Committee could refuse the application. Council had agreed to support the Climate Emergency and be carbon neutral by 2030.

The Head of Development Management confirmed that Officers had applied a lot of pressure on the applicant to add solar PV panels to the building, but had been unsuccessful. The reasons were set out in the Late Pages. If Committee's decision was to refuse the application because it did not have solar PV panels the Council would be in difficulty on appeal.

Councillor Lydon's motion to refuse the application was unsupported.

In response to a question from Councillor Binns inquiring if solar PV panels were in the Local Plan, the Development Team Manager confirmed that in Local Plan Policy ES1, solar panels are not the only provision, new builds must be as sustainable as possible.

Councillor Cooper proposed a Motion to accept the Officers' advice, this was seconded by Councillor Jones.

Councillor Cooper stated that the school had been designed to a higher standard than required by Building Regulations and Committee needed to accept the Officers' recommendation and move on.

Councillor Jones was sympathetic to Councillor Lydon's view, but to adhere to the current Local Plan the Committee cannot refuse the application for not having solar PV panels.

Whilst debating the application several Members stated their disappointment that the solar PV panels had not been added. They would be visible and made a statement whereas the other energy saving measures would not be seen.

On being put to the vote there were 8 votes for the Motion and 2 votes against with 0 abstentions.

RESOLVED To approve Application S.19/1122/REM.

DC.035 LAND AT BERKELEY CLOSE, OLD TOWN, WOTTON-UNDER-EDGE, GLOS (S.19/1768/FUL)

The Senior Planning Officer outlined the application for the demolition of 10 disused garages and the erection of 3 dwellings with associated parking. These would be 2 single storey dwellings and 1 two storey dwelling but with accommodation in the roof space. A plan showing the application was displayed and the dwellings and parking areas highlighted. The dwellings would be set 4m in from the rear boundary wall. An additional Drainage Condition would be added to the application on the recommendation of the Water Resources Engineer.

Roger Clayton, Chair of Wotton-under-Edge Town Council confirmed that they had requested that the application was called in because the application was very similar to the previous one and also the Town Council had concerns regarding parking, roof windows overlooking other properties and the protection of the tree.

In response to Members' questions the Senior Planning Officer confirmed the following:-

- There was no intention to remove or alter the retaining wall.
- The Tree Officer was happy for the removal of the tree, subject to a Landscaping Condition.
- The gable end upper floor window on the rear elevation is a false window and a Condition was recommended to control this.
- From the access road down Berkeley Close the ground level was 90.26m and the top of the retaining wall varied between 92-93.m. The height of the gardens was slightly lower.
- The application that had been refused in 2018 differed from this one. The Drainage Officer was now happy with the culvert and the gable end window would not cause overlooking because it had been changed to a false window.
- There are in total 6 car parking spaces, their positioning was shown on a plan.

Councillor Binns proposed a Motion to accept the Officers' advice, this was seconded by Councillor Cooper.

Councillor Binns stated that there would have been vehicle movements when the garages were in use. The site had been recently visited by Members, houses are needed in the centre of the Town and there are 2 parking spaces per dwelling.

On being put to the vote there were 9 votes for the Motion and 1 vote against with 0 abstentions.

RESOLVED To Grant Permission for Application S.19/1768/FUL, subject to Conditions.

DC.036 16A SOUTH STREET, ULEY, DURSLEY, GLOS (S.19/1404/HHOLD)

The Planning Officer outlined the proposal for a side extension and loft conversion with rear dormers and double garage to the side. Late Pages highlighted concerns from Uley Parish Council regarding the tree within the plot and comments from the Council's Arboricultural Officer and Enforcement Officer. Attention was also drawn to a correction to the first paragraph, the glazing should have referred to the (west) and rear and not (north) and rear. The drawing numbers outlined in Condition 2 had been updated to reflect the revised drawings.

Juliette Brown and Janet Wood, represented Uley Parish Council and outlined reasons for refusal. These included that the property was outside of the Uley settlement development boundary, inside the Uley Conservation Area and did not comply with policies set out within the Uley and Owlpen Community Design Statement. The design would not blend in and would be out of character.

Thoss Shearer a local resident agreed with the comments made by the Parish Council. There had been no Conservation Area Assessment. If the application was approved by Committee he would like two conditions added, for landscaping and the suspension of permitted development rights.

Officers gave the following responses to Members' questions:-

- The tree had suffered fire damage and also had aphids, this was part of a separate application.
- The Uley and Owlpen Community Design Statement did not conflict with the Council's Local Plan, it was a material consideration but was not part of the development plan (as would be a Neighbourhood Development Plan). The amount of weight to be attached to the Community Design Statement was a matter for the Members', as the decision makers, to decide.
- There had been a site visit and Members would be able to determine the impact of the scheme.

Councillor Binns proposed a Motion to refuse the application, this was seconded by Councillor Cooper.

The following reasons were given for refusal:-

- The application was contrary to CP14 – criteria 5, HC8 – criteria 2 and Policy ES10.
- The first floor extension flat roof and timber cladding was not appropriate, had no character and was not in keeping with the area.
- The design was inappropriate and not sympathetic to the Conservation Area (Local Plan policy ES10 (page 167)), there was too much glass, the balcony and timber cladding were not in keeping with Uley.

- The application was contrary to the Uley and Owlpen Community Design Statement Policies UO1, UO2, UO7, UO9, UO10, UO14 and UO15.

Councillor Jones confirmed that having a copy of the village design statement was very helpful for Members.

On being put to the vote there were 8 votes for the Motion and 0 vote against with 2 abstentions.

RESOLVED To refuse Permission for Application S.19/1404/HHOLD for the following reasons:-

- a. The application was contrary to CP14 – criteria 5, HC8 – criteria 2 and Policy ES10.**
- b. The application was contrary to the Uley and Owlpen Community Design Statement Policies UO1, UO2, UO7, UO9, UO10, UO14 and UO15.**
- c. The proposed first floor extension including a flat roof dormer and balcony is inappropriate, characterless, ill-formed and not in keeping with the area.**

DC.037 PUBLIC SPEAKING PROCEDURE AT DEVELOPMENT CONTROL COMMITTEE (DCC)

The Head of Development Management outlined the revised public speaking procedure which had been discussed at PRP. If speakers registered before the meeting it would assist in future meetings running more smoothly.

Members agreed with the revised public speaking procedure but also requested that the words “at the discretion of the Chair” be added allowing someone to speak if they had failed to register with democratic services, prior to the meeting, in accordance with the section entitled “Before the meeting” in Appendix 1. Members also felt that there needed to be some flexibility for the Chair.

Members debated whether the heading at number 2 should be “Special DCC meetings” or “Unscheduled DCC meetings” but were happy to leave this to the discretion of the Head of Development Management in consultation with the Chair.

On being put to the vote the Motion was carried unanimously.

RESOLVED To approve the procedure for Public Speaking attached at Appendix 1 of this report at all DCC meetings with immediate effect, with the additional wording as above, the detail of which to be delegated to the Head of Development Management in consultation with the Chair.

The meeting closed at 7.55 pm.

Chair



STROUD DISTRICT COUNCIL

Council Offices • Ebley Mill • Ebley Wharf • Stroud • GL5 4UB

Tel: (01453) 754 351/754 321

www.stroud.gov.uk

Email: democratic.services@stroud.gov.uk

DEVELOPMENT CONTROL COMMITTEE

18 December 2019

6.00 pm – 9.50 pm

Council Chamber, Ebley Mill, Stroud

3

Minutes

Membership

Councillor Martin Baxendale (Chair)	P	Councillor John Marjoram	P
Councillor Miranda Clifton (Vice-Chair)	P	Councillor Jenny Miles	P
Councillor Dorcas Binns	P	Councillor Sue Reed	P
Councillor Nigel Cooper	P	Councillor Mark Reeves	A
Councillor Haydn Jones	P	Councillor Jessica Tomblin	P
Councillor Steve Lydon	P	Councillor Tom Williams	P

P = Present A = Absent

Other Member(s) in Attendance

Councillors Cornell, Davies, Jones and Kay.

Officers in Attendance

Head of Development Management
 Development Team Manager
 Majors and Environment Team Manager
 Chief Executive

Solicitor & Deputy Monitoring Officer
 Democratic Services & Elections Officer
 Interim Head of Legal Services &
 Monitoring Officer

Others in Attendance

Chris Mead, Gloucestershire County Council Highways Representative
 Nigel Mann, WYG (Noise Consultant)

The Chair and Committee Members paid tribute to Holly Simkiss, the Council's Development Team Manager who was leaving after 12 years.

DC.038 APOLOGIES

An apology for absence was received from Councillor Reeves. Councillor Marjoram arrived late due to unforeseen circumstances. Agenda Item DC.040 was already part way through; he therefore did not take part in the meeting because this was the only application on the agenda.

DC.039 DECLARATIONS OF INTEREST

There were none.

The Chair stated that in accordance with the resolution passed at the last Committee meeting the time slots for public speaking had changed and he confirmed the procedure (speakers had been advised of the procedure prior to the meeting).

DC.040 **LAND AT M5 JUNCTION 13 WEST OF STONEHOUSE, EASTINGTON, GLOS (S.19/1418/OUT)**

The Majors and Environment Team Manager confirmed that the outline application was a resubmission from the one considered by Committee in June. It sought to address various issues that had been raised, namely:-

- A change of one grass pitch to an all-weather pitch with access to local clubs and a community use agreement was offered.
- Revised and enhanced indicative landscaping strategy and landscape master plan with more details regarding the approach to the landscaping including car parking areas and how the scheme related to Grove Lane.
- An impact study had been carried out and submitted of Nailsworth Town.
- Match day transport provision had been increased.
- The Stadium design would now be included in a Section 106 Agreement.
- There had been additional noise clarification.

Photographs showing the design of the Stadium and site were displayed. A Section 106 Agreement would tie in the design. The sustainability of the building was an important element. Conditions had been attached to the outline application to add reassurances.

The outlined application was a departure from the Council's Local Plan because it was outside of the settlement boundary. The landscape strategy included zoning of the car park and landscaping which softened its appearance. A photograph was displayed showing the land as it is now and also once the Stadium had been built.

Noise was a consideration from the Stadium to the residents of William Morris House and other nearby residential properties. A Noise Consultant had been engaged and conditions recommended for construction and on-going operation.

The main access to the site remained along the A419, with secondary access onto Grove Lane. There was a Travel Plan which would encourage pedestrians and the use of bicycles. The pedestrian access had been improved and there would be 100 spaces provided for bicycles. On match days buses would be provided in Nailsworth, Stroud and Stonehouse. For a trial period transportation would also be provided from Cam/Dursley station. Electric charging points would also be installed. The Car Parking Strategy had been enhanced giving greater flexibility. If there were parking in nearby streets action could be taken through the strategy which could adapt and change with time if needed.

There would be an impact on Nailsworth, but this is limited and there is a net gain overall to the District.

A plan showing the heights of the incinerator and Stadium was displayed for comparison.

The ecology of the site had remained unchanged.

The Secretary of State has been asked to consider a call-in request after tonight's meeting.

The Stadium was of a high quality design, it would provide the football club with training facilities. There would be economic growth and it would create jobs.

The following updates were provided to:-

Condition 13 - The applicant had requested that the opening time was amended. The Environmental Health Officer and County Highways were happy to amend the start time from 8.00 am to 7.00 am.

Condition 48 - A change to the wording on the noise condition by deleting the words "sensitive internal spaces" to "within internal teaching and living spaces of William Morris House".

The Chair confirmed that Ward Members for Severn and Nailsworth had been invited to speak. Councillor Reed confirmed that she would speak in debate rather than in the ward member slot (as Ward Member for Nailsworth).

Ward Members

Councillor John Jones had represented the Severn Ward since 2002 and outlined the following points for Committee to consider before making their decision:-

- There were few differences from this outline application and the previous one.
- An offer had been made for the community to use an all weather pitch.
- There was insufficient benefit to the surrounding communities.
- The outline application was contrary to the Council's adopted Local Plan 2015 and the Eastington Development Plan 2016 and outside of the defined settlement boundary. Other applications have been refused on these grounds.
- The Stadium, if allowed would be detrimental to the landscape of the Severn Vale and a massive intrusion into the countryside.
- The draft Local Plan is currently out for consultation and this site may not end up being an allocated site.
- The outline application was contrary to Local Plan policies CP.14, CP.15, EI.11, ES.7, ES.10 and EP.1 and EP.4 of the Eastington Neighbourhood Development Plan.

Councillor Davies stated that nothing much had changed and that he supported Councillor John Jones' comments. He had concerns regarding how the applicant would work with William Morris House. The seating capacity at the Stadium could expand to 10,000 or 20,000. Improvements to the A419 had been carried out for the Great Oldbury development. He questioned why should Committee allow this outline application. If Committee decide to approve the outline application, he asked if there would be adequate conditions attached to the application for noise and parking.

Councillor Kay drew Committee's attention to pages 262-267 of the Officer's report. He was extremely concerned about the loss of income for the traders in Nailsworth during the football season. He also cautioned Committee of the promises that had been made in the application, and suggested that these be tied down. He also questioned the economic benefits, drawing attention to the harm it will cause to Nailsworth.

Parish Council Representatives

Karen Hayes, spoke on behalf of Eastington Parish Council who objected to the outline application for a Stadium because it is in the wrong place for Stroud as a whole to benefit. The location was unsustainable and would actively encourage private car usage due to the proximity of the M5 motorway. She questioned whether the football club had looked hard enough for another site. Weight needed to be given to the level of harm. If given permission this would only benefit the football club. She urged Committee to refuse the application and await the Inspector's decision on appeal.

David Paynter represented Whitminster Parish Council who endorsed the comments that had been already been made. He stated that there were more negative points than positive. The current football Stadium had a capacity to hold 5,000 fans, with an average gate of 1,700. If built, supporters would spill out into local streets and into local villages, not large towns. There would be more traffic from both home and away supporters. We have global warming and destruction of the world's rain forests. He stated that he had spoken to William Morris House and they have not been offered any help from the applicant. Reference was made to the sound map and the increase of noise on match days and the distress this may cause to people who are noise sensitive. The architectural design was eye catching but if granted would be a loss of a site and bring problems to the local community. In 45 years time the Stadium could only be a quarter full and the green landscape would have gone.

At 6.55 pm the meeting adjourned and reconvened at 7.05 pm.

Jonathan Duckworth, Mayor of Nailsworth Town Council stated that he had been a Forest Green Rovers supporter for 19 years. The club had been established for 130 years and had helped put Nailsworth on the map and was hugely proud of what the club had achieved. There are predictions and assumptions regarding data within the Officer's report. By moving the club it will cause loss of business within the Town. On match days there was parking congestion. Why not create an exemplar existing Sports Stadium instead of taking the easy way out by building a new Stadium.

Opposing

Edwin Davies represented 'Keep Eastington Rural' highlighted the close proximity of the proposed Stadium to William Morris House which was the home for people with learning difficulties, autism and other disabilities. The residents are very sensitive to sudden noises eg when a goal is scored. William Morris House is over 200 years old. The current Stadium could still be used and the site at Junction 13 could be used as a training facility and for parking.

David Croft from the Campaign to Protect Rural England (CPRE) stated that the outline application was in too much conflict with the Local Plan, therefore, the previous decision should be upheld and the outline application refused.

Graham Barton a Trustee of William Morris College acknowledged that there had been a few changes to the original outline application, e.g. a change to the surface of the car park and the addition of an artificial pitch for community use. There was no change to the affects on private businesses. The health and wellbeing of the students was of great importance and had been played down. If the outline application was granted then noise must be dealt with.

Support

Dale Vince, on behalf of the Applicant, confirmed that there was a need for Forest Green Rovers to move. Their current site was not capable of supporting the needs of the club; they do not have enough electrical power and have had to bring in a water tanker on large match days. The club had been looking for a new site for over 3 years. The design of the Stadium was from a world class Architect. The site would have 500 trees and hedgerows planted and there would be a wetland area by the canal.

The following changes to the application had been made:-

- The design of the Stadium would be included in a Section 106 Agreement.
- One all weather football pitch would be available for the sole use of the community.
- There would be an academy for youths between the ages of 8-16.
- Buses would leave from Stroud, Stonehouse and Nailsworth to the Stadium. A trial service would also run from Cam/Dursley station.
- By the time the Stadium was built there would be more electric buses.
- There would not be a sea of concrete.
- Gloucestershire County Council had changed their view on the number of car parking spaces.
- A survey had been commissioned on the economic development of Nailsworth.

Residents at William Morris House had in the past done work experience with the club. He disputed the suggestion that Forest Green Rovers reneged on previous Section 106 Agreement requirements regarding the Multi-Use Games Area (MUGA). They had provided the land but the Town Council had not progressed it.

Jim Heverin, Architect understood the concerns that had been raised. He stated that this would be a sustainable development on a greenfield site. Consideration needed to be given to the wider public benefits. The proposal was the most sustainable Stadium being built by a private individual and was a landmark development using low carbon timber from renewable sources. The Stadium would be used for matches 30 days a year, set in parkland, with increased public access.

The Chair suggested that it may help the flow of the meeting if Members dealt with questions to Officers by the topics, the replies are below:-

Policy - Local Plan/NDP

Eastington Parish Council had asked the Secretary of State to consider calling in the application if Committee make a resolution to approve the outline application.

The Local Plan Review Draft Plan was currently out for consultation and did not carry any significant weight. The basis of the Officer's recommendation was on a balanced view on each of the issues.

Nailsworth Economic Impact

Approximately 80 houses could be built on the current Forest Green Rovers site although that did not form part of this application. The Economic Study was made up of data from the Fan Survey, business register, employment study, Stroud District Council, Nailsworth Town Centre and retail studies. There were a range of sources to assess the impact. The scheme does provide a transport shuttle link bus from Nailsworth to the new site.

Noise/Neighbour Amenities

The Noise Consultant confirmed that a variety of measures could be put in place to deal with noise but these were for the applicant to submit for approval rather than detail now. There would be a 10-15db reduction on match days. Members asked about options, and the Noise Consultant suggested that barriers could be put on the site. The applicant could enter into negotiations with William Morris House; it would be up to the applicant to find a solution to contain the noise in accordance with the condition.

The BS823 standard is 45db which is appropriate for a special needs school, for day and night. It was conditioned to 40db, 5db lower than the standard. The guidance, relates to the designing of schools and the Noise Consultant was confident the condition was set at the right level. This was the only guidance available.

Noise levels emanating into the surrounding area had been assessed. Reasonable steps had been taken to meet the required noise levels. Cheering noises would be limited to key moments eg when scoring a goal.

The level of noise expected would be 60db; the same as a HGV lorry passing on the road.

The mitigation method had not been submitted but there was the possibility of a barrier being erected close to the Stadium parking or close to the school. The bund would need to be 3-4m in height. A map showing the anticipated noise levels was displayed. There would be ancillary noise from vehicles and a control on the hours of use of the Stadium to avoid sleep disturbance.

Clarification was given that in accordance with the Council's Constitution, an application to discharge a condition may not be referred back to the Committee if it concerned a matter of technical appraisal. It was likely the discharge of the noise related conditions would be brought back to Committee.

The Head of Development Management stated possible physical options e.g. design of the building or other physical development in grounds are reserved matters and could come back to Committee.

The times on Condition 13 were queried; it was confirmed these should be from 7.00 am - 1.00 am and 9.00 am – 11.00 pm. There are the hours that the Stadium would be open to the public. The hours of 7.00 am – 1.00 pm, Monday – Saturday would be for ancillary use within the Stadium. It was pointed out that in certain competitions a match may go into extra time, e.g. the Champions League and it was confirmed Condition 13 did allow for some discretion.

Regarding the teaching spaces and living spaces (including bedrooms), of William Morris House, the noise levels should be no more than 35db between 7.00 am – 11.00 pm. The teaching space is located on the south/west side of the school. External areas from the north-east side had also been looked at.

Noise levels that would affect the residents in Great Oldbury would be a similar level to the noise from a HGV moving along Westend, but a different type of noise. A map was displayed onto the screen showing the anticipated noise levels. The 50-55db band in blue would be the anticipated noise level for the back gardens at Great Oldbury.

Community Use/Access

The football club have an ambassadors scheme, promoted healthy eating, gave eco tours of the existing Stadium and were also involved in other community based activities other than football. There was a condition, and the Legal Agreement would control community access to the all-weather pitch.

Highways

The management of parking spaces has been revised with a more reactive flexible approach to encourage the use of buses. The car parking would be broken up into zones with more trees to give a softer appearance.

The GCC Highways consultant explained the assumptions that had been made. If a lot of car parking space was provided this would not encourage other modes of transport, e.g. walking, bicycles, use of buses. The number of car parking spaces would be set within the Car Parking Strategy when submitted and reviewed at the end of each season.

Two different assessments had been carried out for home and away fans. Both home and away travel was accounted for within the travel plan. The football club would encourage alternative modes of travel, as contained within the Car Parking Strategy and Travel Plan.

The GCC Highways Consultant did not want cars parked on local roads and local residents to suffer and the Car Parking Strategy would be flexible in conjunction with other travel strategies to help achieve this.

Landscaping

There was a bund proposed at Grove Lane, this would blend into the landscape, with careful planting of trees on top with a double hedge line. The Landscape Strategy gave an indication of what was expected. The details would be contained within the reserved matters at a later stage.

It was appreciated that the residents at Grove Lane currently enjoyed looking out into an open space/fields. Condition 20 related to the bund and its planting of the trees. There were also various ecology conditions. As much planting would be undertaken as soon as possible.

Two photographs were displayed and taken from Eastington where the top of the motorway was shown, and also the A419.

Heritage

The improvements to the setting of Grove Farm were explained giving a positive balance in that area.

Design

The design would be very sustainable but there must be energy used to mould the wood and steel cables, concrete footings and non-renewables going into it. The embodied carbon per seat would be 150 with SUDS, energy biomass boiler and solar panels outlined. This would be less than other football stadiums e.g. Wembley – 600

per seat; Aviva - 290 per seat. The solar panels would be integrated into street lamps and placed in less prominent locations on the site and fully integrated into the design.

Ecology

The species of trees had not been decided but there was a management plan in place to replace any dieback. It was expected to be managed and appropriately looked after in the future.

The meeting adjourned at 8.53 pm and reconvened at 9.12 pm.

Any Other Topic(s)

In reply to a question - did the applicant look at alternative sites, it was confirmed that there was no policy requirement for a sequential test, however, finding an alternative site within the District was a challenge when looking at what was available and restrictions on developing in certain areas e.g. AONB. There are large fan bases in Stonehouse, Ebley and Cainscross. Placing the Stadium in different locations upon the site had been looked at to limit the harm. There are no other sites available for this sort of development.

Councillor Lydon proposed a Motion to accept the Officer's advice to grant permission subject to a suitable Section 106 Agreement and the revised conditions outlined by the Majors and Environment Team Manager, this was seconded by Councillor Clifton.

The proposer put the outline application into context and the benefits for the whole of the District for social cohesion, leisure and sport. The site was located next to the motorway. He gave an example of Exeter Rugby Team who had been in a similar situation. They do not have parking and fans use the park and ride. The outlined application needed to be judged on its merits, he was happy to accept the conditions and the outline application.

Councillor Clifton reserved the right to speak later.

Debate then ensued. Councillor Cooper reminded Committee that the previous application had been refused because it was contrary to the Council's Local Plan and the Council's policies. He was not convinced of the economic benefit to the District. He was concerned about the loss of Forest Green Rovers to Nailsworth Town, as it was an integral part of the Town. We must try to protect our countryside.

Councillor Reed confirmed that she had lived in Nailsworth for 40 years. Forest Green Rovers had been in Nailsworth for 130 years, she was open minded about them moving to another location. She was also open to the possibility for more conversations with Nailsworth Town Council in a transitional process.

Councillor Haydn Jones had concerns on the affect to the District and took a wider view. Forest Green Rovers played a very important part to our District. The design was subjective but he personally thought it was superb. He welcomed the Section 106 Agreement but the outline application was outside of the Local Plan and NPPF. He recognised the benefits for the Stadium but there would be harm. He referred to the history with Nailsworth, the impact on Grove Lane and Greater Oldbury. Work still needed to be done with William Morris House. The balance of harm versus benefits, he was not sure.

Councillor Williams supported the outlined application which in his view was finely balanced. He felt assured with the further information that had been provided regarding the effect that the noise would have on William Morris House. He did not think that the Stadium would bring much money into the District. He also stated that there were other large buildings nearby, e.g. the Muller site and also the incinerator. He did not think the Stadium would be a blot on the landscape and would bring a degree of business into Stonehouse.

Councillor Miles concurred with Councillor Williams.

Councillor Binns agreed that Forest Green Rovers were a great organisation and did a lot of work within the community but was not happy about the impact on Whitminster and Nailsworth. The club already had a Stadium. The picture of the design was beautiful, but there would be an impact on the landscape forever. The current Stadium could be redesigned, it should stay where it belongs in Nailsworth and would have an impact on businesses in Nailsworth.

Councillor Clifton had used Tinkley Lane on match days and commented on the traffic. She also stated that the club did not have enough utilities, e.g. water. They could relocate out of the District, resulting in an economic loss to the District. There were conflicting figures regarding the average spend in Nailsworth. The benefits to the District included the Stadium becoming a tourist attraction eg the new service station on the M5. The development was sustainable. She was reassured on noise regarding William Morris House which would be alleviated by conditions, the landscaping and bunds. Finally, this would be a good thing for the District.

Councillor Lydon gave examples of several rugby clubs that had outgrown their original grounds and had moved. Revised Conditions 13 and 48 had been outlined by the case officer. It was very important that there was a pitch for community use and also that this was maintained. Noise had been an issue and Conditions were now in the outline planning application. He encouraged the applicant to speak with William Morris House. He thought that the outlined application was balanced.

Both Councillor Lydon and Councillor Clifton accepted the revised wording and opening hours of the stadium 7.00 am – 11.00 pm on Condition 13, and the revised wording to Condition 48, by the deletion of the words “sensitive internal spaces” and adding the words “within internal teaching and living spaces of William Morris House”.

On being put to the vote there were 6 votes for the Motion and 4 votes against with 0 abstentions.

RESOLVED To grant outline planning permission for application S.19/1418/OUT, subject to the updated recommended planning conditions and delegated authority to the Head of Development Management to complete a satisfactory legal agreement.

The meeting closed at 9.50 pm.

Chair



SPECIAL DEVELOPMENT CONTROL COMMITTEE

8 January 2020

6.08 pm – 6.37 pm
 Council Chamber, Ebley Mill, Stroud

3

Minutes

Membership

Councillor Martin Baxendale (Chair)	P	Councillor John Marjoram	A
Councillor Miranda Clifton (Vice-Chair)	P	Councillor Jenny Miles	P
Councillor Dorcas Binns	A	Councillor Sue Reed	P
Councillor Nigel Cooper	P	Councillor Mark Reeves	A
Councillor Haydn Jones	P	Councillor Jessica Tomblin	P
Councillor Steve Lydon	P	Councillor Tom Williams	P

P = Present A = Absent

Officers in Attendance

Head of Development Management	Solicitor & Deputy Monitoring Officer
Majors and Environment Team Manager	Democratic Services & Elections Officer

DC.041 APOLOGIES

Apologies for absence were received from Councillors Binns, Marjoram and Reeves.

DC.042 DECLARATIONS OF INTEREST

There were none.

DC.043 LOCAL GOVERNMENT ACT 1972 – EXCLUSION OF PRESS AND PUBLIC

Councillor Clifton proposed and it was seconded by Councillor Miles that Committee discuss Agenda Item 4 in closed session because of the potential for disclosure of privileged legal information. On being put to the vote, the Motion was unanimously carried.

RESOLVED That, pursuant to the provisions of Section 100 (A)(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the matter detailed at agenda item 4 on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 5 of Part 1 of Schedule 12A of the Act.

DC.044

**UPDATE TO THE DEFENCE OF THE APPEAL FOR FOREST GREEN
ROVERS, JUNCTION 13 STADIUM SCHEME**

The Majors and Environment Team Manager provided members with an update and advice, which included legal advice, in relation to the appeal.

Councillor Baxendale proposed a Motion to accept the Officer's advice; this was seconded by Councillor Clifton.

On being put to the vote, the Motion was unanimously carried.

RESOLVED To follow officer advice.

The meeting closed at 6.37 pm.

Chair



Stroud District Council

Planning Schedule

18th February 2020

In cases where a Site Inspection has taken place, this is because Members felt they would be better informed to make a decision on the application at the next Committee. Accordingly the view expressed by the Site Panel is a factor to be taken into consideration on the application and a final decision is only made after Members have fully debated the issues arising.

DEVELOPMENT CONTROL COMMITTEE

Procedure for Public Speaking

The Council encourages public speaking at meetings of the Development Control Committee (DCC). This procedure sets out the scheme in place to allow members of the public to address the Committee at the following meetings:

1. Scheduled DCC meetings

2. Special meetings of DCC

Introduction

Public speaking slots are available for those items contained within the schedule of applications. Unfortunately, it is not permitted on any other items on the Agenda.

The purpose of public speaking is to emphasise comments and evidence already submitted through the planning application consultation process. Therefore, you must have submitted written comments on an application if you wish to speak to it at Committee. If this is not the case, you should refer your request to speak to the Committee Chairman in good time before the meeting, who will decide if it is appropriate for you to speak.

Those wishing to speak should refrain from bringing photographs or other documents for the Committee to view. Public speaking is not designed as an opportunity to introduce new information and unfortunately, such documentation will not be accepted.

Scheduled DCC meetings are those which are set as part of the Council's civic timetable. Special DCC meetings are irregular additional meetings organised on an ad-hoc basis for very large or complex applications.

Before the meeting

You must register your wish to speak at the meeting. You are required to notify both our Democratic Services Team democratic.services@stroud.gov.uk and our Planning Team planning@stroud.gov.uk in advance and you have until noon on the day of the meeting to let us know.

At the meeting

If you have registered to speak at the meeting, please try to arrive at the Council Chamber 10 minutes before the Committee starts so that you can liaise with the democratic services officer and other speakers who have also requested to speak in the same slot. Where more than one person wishes to speak, you may wish to either appoint one spokesperson or share the slot equally.

If you have not registered to speak, your ability to do so will be at the discretion of the Chair.

1. Scheduled DCC Meetings

There are three available public speaking slots for each schedule item, all of which are allowed a total of **four minutes** each:-

- Town or Parish representative
- Objectors to the application and
- Supporters of the application (this slot includes the applicant/agent).

Please note: to ensure fairness and parity, the four minute timeslot is strictly adhered to and the Chairman will ask the speaker to stop as soon as this period has expired.

Those taking part in public speaking should be aware of the following:

- They will be recorded and broadcast as part of the Council's webcasting of its meetings.
- Webcasts will be available for viewing on the Council's website and may also be used for subsequent proceedings e.g. at a planning appeal.
- Names of speakers will also be recorded in the Committee Minutes which will be published on the website.

The order for each item on the schedule is

1. Introduction of item by the Chair
2. Brief presentation and update by the planning case officer.
3. The Ward Member(s)
4. Public Speaking
 - a. Parish Council
 - b. Those who oppose the application
 - c. Those who support the application
5. Committee Member questions of officers
6. Committee Members motion tabled and seconded
7. Committee Members debate the application
8. Committee Members vote on the application

2. Special DCC meetings

There are three available public speaking slots for each schedule item, all of which are allowed a total of up to **eight minutes** each:-

- Town or Parish representative
- Objectors to the application and
- Supporters of the application (this slot includes the applicant/agent).

Please note: to ensure fairness and parity, the eight minute timeslot will be strictly adhered to and the Chairman will ask the speaker to stop after this time period has expired.

Those taking part in public speaking should be aware of the following:

- They will be recorded and broadcast as part of the Council's webcasting of its meetings.
- Webcasts will be available for viewing on the Council's website and may also be used for subsequent proceedings e.g. at a planning appeal.
- Names of speakers will also be recorded in the Committee Minutes which will be published on the website.

The order for each item on the schedule is:

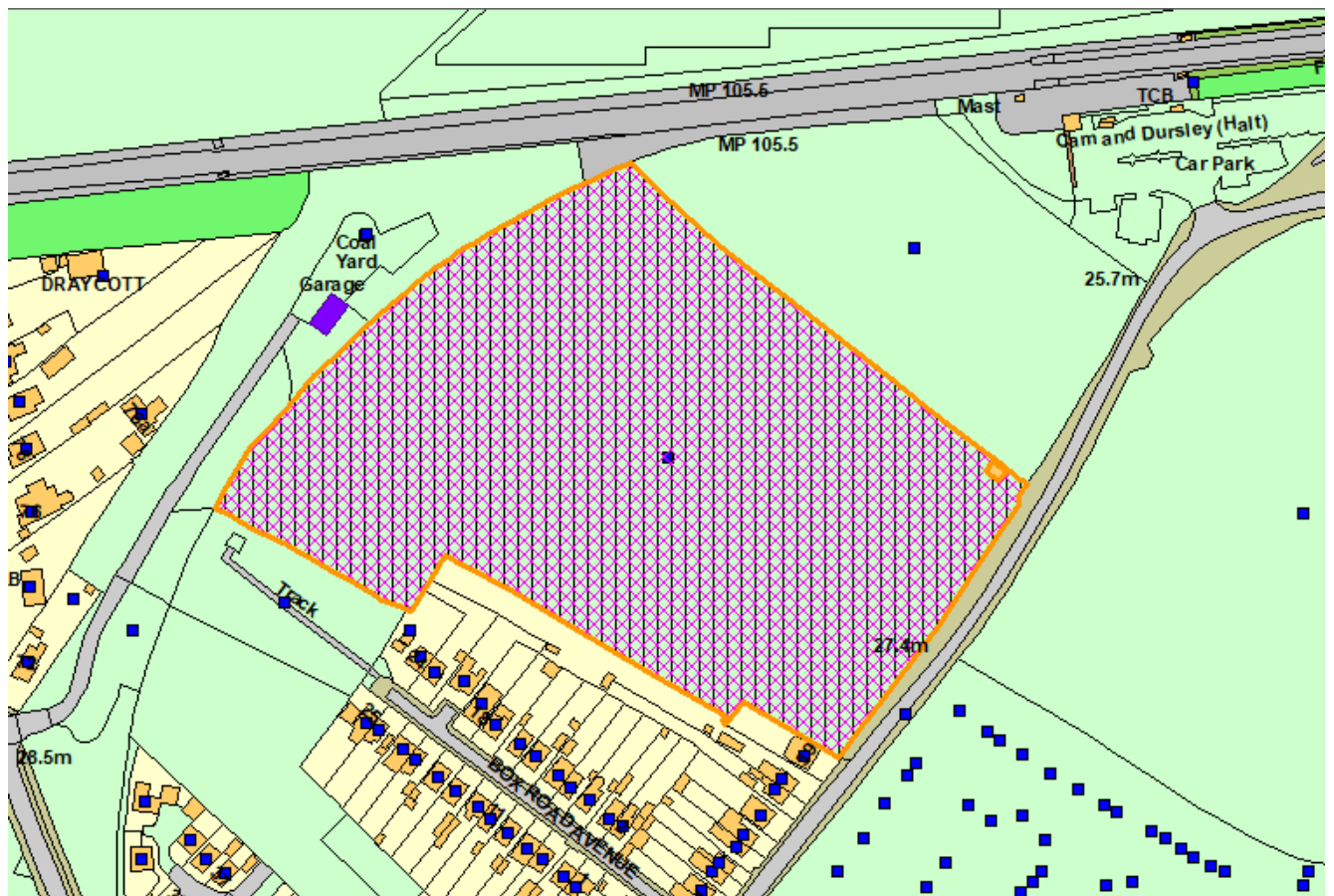
1. Introduction of item by the Chair
2. Brief presentation and update by the planning case officer.
3. The Ward Member(s)
4. Public Speaking
 - a. Parish Council
 - b. Those who oppose the application
 - c. Those who support the application
5. Committee Member questions of officers
6. Committee Member tabled and seconded
7. Committee Members debate the application
8. Committee Members vote on the application

Parish	Application	Item
Cam Parish Council	Land North West Of, Box Road, Cam. S.19/0810/REM - Approval of reserved matters following permission S.17/1366/OUT for the erection of 90 residential dwellings (including affordable housing), access related works, with public open space, and associated works (375076 - 202009)	01
Stonehouse Town Council	Land Near Horse trough Roundabout, Ebley Road, Stonehouse. S.19/1905/FUL - Erection of Auction Showroom (Sui Generis) along with associated parking and landscaping. Resubmission of S.18/0105/FUL	02



Development Control Committee Schedule 18/02/2020

Item No:	01
Application No.	S.19/0810/REM
Site No.	PP-07670964
Site Address	Land North West Of, Box Road, Cam, Gloucestershire
Town/Parish	Cam Parish Council
Grid Reference	375076,202009
Application Type	Reserved Matters Application
Proposal	Approval of reserved matters following permission S.17/1366/OUT for the erection of 90 residential dwellings (including affordable housing), access related works, with public open space, and associated works (375076 - 202009)
Recommendation	Permission
Call in Request	Cllr Jessica Tomblin





Development Control Committee Schedule 18/02/2020

Applicant's Details	Wainhomes Severn Valley C/o Ridge And Partners LLP, Thornbury House , 18 High Street, Cheltenham, GL50 1DZ
Agent's Details	Ridge And Partners LLP Thornbury House , 18 High Street, Cheltenham, GL50 1DZ,
Case Officer	Amy Robertson
Application Validated	09.05.2019
CONSULTEES	
Comments Received	Environmental Health (E) Flood Resilience Land Drainage Biodiversity Officer Contaminated Land Officer (E) SDC Water Resources Engineer Network Rail(E) Severn Trent Water Ltd (E) Public Rights Of Way Officer
Constraints	Consult area Within 50m of Listed Building Neighbourhood Plan Cam Parish Council Railway land with 10m buffer SAC SPA 7700m buffer
OFFICER'S REPORT	

DESCRIPTION OF SITE

The application site is approximately 3,6ha and located to the north west of Box Road and comprises of a single agricultural field. The site is enclosed by mature hedgerows.

To the north of the site is the Coaley Junction site, to the north east is the agricultural field with Cam & Dursley Railway Station beyond. To the south west are the residential properties of Box Road Avenue and Box Road itself form the south east boundary.

The site obtained outline planning permission for the erection of 90 residential dwellings including affordable housing under reference S.17/1366/OUT.

PROPOSAL

This application relates to the reserved matters for the scheme, including layout, scale, design, open space, landscaping and associated works.

REVISED DETAILS

Significant revisions including layout and design have been made throughout the course of the application.



Development Control Committee Schedule 18/02/2020

REPRESENTATIONS

Statutory Consultees:

Cam Parish Council was consulted and responded stating: No observations but comment: As previous pre-application discussions with the landowner, Cam Parish Council would be supportive of any discussions regarding car parking/land swap on adjoining property.

SDC Arboriculture officer was consulted and at time of writing, no comment was received. Gloucestershire County Council Local Highways Authority were consulted and after significant discussions, are content with the scheme.

Environmental Health were consulted and responded stating no comments on the application.

The senior contaminated lands officer was consulted and responded stating they are satisfied with the information submitted and have no further comments to make on the application.

Gloucestershire Lead Local Flood Authority were consulted and responded stating: "The proposal results in a drainage solution that is far from ideal. As surrounding sites develop independently the overall drainage solution for the development will become increasingly incongruous. The ongoing maintenance costs for future residents will be higher than necessary if a good scheme were implemented in collaboration with other developments in the area. The proposal is for a solution that will work and the drainage calculations accompanying the application show that it will protect properties on the site without increasing the flood risk outside the development area and therefore the LLFA has no reason to object".

SDC water resource engineer responded stating refer to the LLFA response (as above).

The public rights of way officer was consulted and at the time of writing, no comments were received.

Severn Trent Water were consulted and they responded stating no objections.

Network Rail were consulted and responded stating that they have no objection in principle with the development subject to a number of conditions being imposed to secure their assets.

The conservation team were consulted but at the time of writing had not provided a response.

The biodiversity team were consulted and responded stating that the information submitted to discharge conditions 15 and 16 were acceptable - please note this request to discharge these conditions has been moved to application ref: S.19.1966/DISCON.



Development Control Committee Schedule 18/02/2020

Public:

One representation was made from a member of public objecting to the scheme. The objection raised issue with:

- The previous outline scheme showed more landscaping - the proposed scheme will increase light pollution, vehicle fumes etc;
- Security to neighbouring properties is jeopardised;
- The red line boundary is inaccurate
- The boundary hedgerow is inaccurate
- This REM now shows a cycleway that was not part of the outline application - increasing security risk and overlooking opportunities to existing properties;
- The proposed walkway/cycleway will not directly meet up with the Bovis/Millfields development opposite;
- There will be issues of overlooking and loss of privacy for existing properties;
- There will be light pollution from street lights;
- The 2.5 and 3 storey properties are out of keeping on box road;
- The scheme does not allow for wildlife to remain on site

PLANNING CONSIDERATIONS - NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available

to

view

at:<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

Planning (Listed Buildings and Conservation Areas) Act 1990 Section 66(1).

Stroud District Local Plan.

Policies together with the preamble text and associated supplementary planning documents are available to view on the Councils website:

https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Local Plan policies considered for this application include:

- CP1 - Presumption in favour of sustainable development.
- CP2 - Strategic growth and development locations.
- CP3 - Settlement Hierarchy.
- CP4 - Place Making.
- CP5 - Environmental development principles for strategic growth.
- CP6 - Infrastructure and developer contributions.
- CP7 - Lifetime communities.
- CP8 - New housing development.
- CP9 - Affordable housing.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- EI12 - Promoting transport choice and accessibility.
- ES1 - Sustainable construction and design.
- ES2 - Renewable or low carbon energy generation.



Development Control Committee Schedule 18/02/2020

- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.
- ES10 - Valuing our historic environment and assets.
- ES14 - Provision of semi-natural and natural green space with new residential development.
- ES15 - Provision of outdoor play space.

The proposal should also be considered against the guidance laid out in:
Residential Design Guide SPG (2000)
Stroud District Landscape Assessment SPG (2000)
Planning Obligations SPD (2017)

Cam has been designated as a Neighbourhood Area however have not as yet submitted a Neighbourhood Development Plan to the Council.

The application has a number of considerations which both cover the principle of development and the details of the proposed scheme which will be considered in turn below:

PRINCIPLE OF DEVELOPMENT

The principle of residential development was established under the outline application. Therefore, the design, layout, scale, landscaping and associated works are only up for consideration under this application.

DESIGN AND LAYOUT

The overall layout follows an indicative master plan submitted as part of the outline application. The proposed layout provides a clear frontage onto Box Road, following the linear pattern of development along this stretch of road. Following the established development line in this location helps to root the development to the locality and form a better cohesive channel of development along Box Road.

On entering the site, both vehicular and non vehicular visitors will be drawn to a view of several trees that will lead the eye to where the play area and open space is located. This layout creates the feeling of openness, attracts people to move throughout and within the site, and encourages greater permeability.

Primary roads are proposed to accommodate the main bulk of traffic, with secondary roads leading off these into separate cul-de-sac locations. Materials used will change, clearly demarcating a change in area from main thoroughfare to quieter residential road. The site is less dense to the rear of the application site, furthest from Box Road. In this location, it was thought to have a more informal layout of units running parallel with the walkway and boundary.

A number of trees are proposed within the application site. These trees will form an important visual character to the development, and will create the softening of the built form, as well as creating a sense of place.



Development Control Committee Schedule 18/02/2020

A number of house types are proposed throughout the development. A mixture of detached, semi-detached, terraced and apartment properties are spread throughout the site offering a range of different styles and materials.

The train station overflow car park is proposed to be located to the front of the site, accessed just off Box Road. Some vegetative screening is proposed in order to help mitigate the overall appearance of this section of development.

The designs of the units are considered to be 'tenure-blind', meaning the external appearances of the affordable units are not distinguishable from the full market units.

AFFORDABLE HOUSING

The quantum of affordable units was defined under the outline approval, however their positioning forms part of this reserved matters.

These units are clustered in four main groups within the site.

SDCs supplementary planning guidance document allows up to 8 affordable units in one location before they need to be separated and more widely dispersed. In this instance, the proposed positions comply with the SPG documents.

Fourteen affordable rented units and thirteen shared ownership units are proposed.

The affordable units are secured under the legal agreement of the outline application. As part of this application the applicants propose both shared ownership and rented tenures for these units; a mixture that is accepted by the LPA.

LANDSCAPING

A landscaping master plan has been submitted as part of the application.

This plan in detail describes the extent of existing vegetation to be retained on site, as well as proposing the layout and species of any new planting.

As mentioned above, a number of new trees are to be inserted within the site. Most of the trees will be of a compact variety and will be positioned within small verges between houses/pavements etc. A number of larger trees will be positioned in more prominent locations, either fronting Box Road, to the southern/rear portion of the site and surrounding the SUDS pond and LEAP.

Importantly, a number of new trees are to be inserted along the front boundary to Box Road. This will not only help to soften the built line of the development when stood or travelling along Box Road, but will create an attractive 'avenue' style frontage to the street as a whole.

Species rich grassland and wildflower meadow is also proposed

Overall the proposed landscaping is considered to comply with the policies contained within the local and national planning framework/plan. The scheme is not considered to harm any elevated views from the AONB.



Development Control Committee Schedule 18/02/2020

NOISE/ RESIDENTIAL AMENITY

The outline permission considered the impact of the development of this site for residential development on the neighbouring properties in terms of noise and residential amenity.

As part of this reserved matters application, it is pertinent to assess the residential amenity for those future occupants of the site.

All gardens and external space accords to the Councils minimum space standards and so is considered to be sufficient in these terms.

Distances between buildings are deemed appropriate, being located at sufficient distances as to avoid any loss of privacy between neighbouring properties.

Two areas of open space are proposed within the site, one as an informal walkway with tree-planting and another LEAP for children. This space has been incorporated into the development to increase the amount of amenity space for future occupants, as well as providing a better sense of place and community facility.

The site is located within close proximity to the railway line, however the noise implications of this were considered acceptable under the outline application. There have been no significant material changes to this.

HIGHWAYS

The principal for development for this application, including the access and proposed train station car park was approved under the outline planning application.

Under this application therefore, the internal arrangements, parking and road layout only, are up for consideration.

One access is proposed for the site. This access will serve all the residential units, as well as the committed car park to be used by railway station users.

The proposed internal road layout includes 'main' through fares with pedestrian highways either side, and minor residential roads leading to a smaller number of residential properties to be used as shared spaces. All roads have been considered acceptable in terms of their dimensions and layouts in accordance with highway regulations, with them showing acceptable visibility splays.

Vehicle tracking has been carried out for the site and results are acceptable in order to allow service vehicles and refuse lorries within and around the site.

Parking is provided on plot for private residential units with additional visitor spaces proposed on side-of-road locations.

The proposed car park is to be located on the immediate right hand side as you enter the site and comprises 40 new vehicular parking spaces to be made available to users of Cam and Dursley Railway Station.



Development Control Committee Schedule 18/02/2020

FLOOD RISK

The site is located within Environment Agency Flood Zone 1 (i.e. land being assessed as having a less than 1 in 1000 annual probability or <0.1% chance of flooding) and the Lead Local Flood Authority, concerned with localised flood risk, raised no objection to the outline proposal in light of the submitted information.

This reserved matters application proposes the use of sustainable urban drainage systems (SUDS) as well as foul/surface water sewers within the scheme- a solution similarly considered appropriate.

The SUDS basin is to be located to the rear of the application site and will be surrounded by landscaping. The basin will not only form an effective drainage solution for surface water, but will also provide a beneficial landscape feature within the site.

RECOMMENDATION

That the application be approved.



Development Control Committee Schedule 18/02/2020

Subject to the following conditions:

1. The development hereby permitted shall be carried out in all respects in strict accordance with the approved plans listed below:

Car Park Management Plan (CPMP) – 17th January 2020
Electrical Vehicle Car Charging Plan – 17th January 2020
P18-2467-03G – STRATEGIC LANDSCAPE MASTERPLAN–
22nd January 2020
P18-2467-04G – DETAILED POS PROPOSALS – 22nd January
2020
P18-2467-05H-DETAILED ON PLOT LANDSCAPE
PROPOSALS– 22nd January 2020
AVO-18071-CIV-004-A03 PROPOSED EXTERNAL LEVELS -
20th January 2020
AVO-18071-CIV-005-A02 CARRIAGEWAY LONGITUDINAL
PROFILES - 20th January 2020
AVO-18071-CIV-006-A01 HIGHWAY CONSTRUCTION DETAILS
– 20th January 2020-01-28
AVO-18071-CIV-007-A03 SURFACE WATER RISING MAIN
ALONG BOX ROAD – 20th January 2020
AVO-18071-CIV-008-A03 - FOUL WATER RISING MAIN ALONG
BOX ROAD – 20th January 2020
AVO-18071-CIV-010-A03 - DRAINAGE LAYOUT SHEET 1- 20th
January 2020
AVO-18071-CIV-011-A03- DRAINAGE LAYOUT SHEET 2 – 20th
January 2020
AVO-18071-CIV-012-A03 - PROPOSED DRAINAGE STRATEGY-
20th January 2020
AVO-18071-CIV-021-A01 - PRIVATE DRAINAGE DETAILS
SHEET 2 – 20th January 2020
AVO-18071-CIV-021-A01- ADOPTABLE DRAINAGE DETAILS
SHEET 2- 20th January 2020
AVO-18071-CIV-026-A01- ADOPTABLE DRAINAGE DETAILS
SHEET 2 – 20th January 2020
AVO-18071-CIV-027-A02- ADOPTABLE DRAINAGE DETAILS
SHEET 3 – 20th January 2020
AVO-18071-CIV-070-A03 - REFUSE VEHICLE SWEPT PATHS
SHEET 1 – 20th January 2020
AVO-18071-CIV-071-A03- REFUSE VEHICLE SWEPT PATHS
SHEET 2 – 20th January 2020
AVO-18071-CIV-072-A03 - FIRE TENDER SWEPT PATHS
SHEET 1 – 20th January 2020
AVO-18071-CIV-071-A03 - FIRE TENDER SWEPT PATHS
SHEET 2 – 20th January 2020
AVO18071-CIV-001-A04 – GENERAL ARRANGEMENT – 20th
January 2020
P18-2467_03P – SITE LAYOUT – 20TH January 2020
P18-2467_07G – MATERIALS – 20th January 2020



Development Control Committee Schedule 18/02/2020

P18-2467_08F – BOUNDARIES AND SURFACES – 20TH JANUARY 2020

P18-2467_09F – MOVEMENT PLAN – 20TH January 2020

P18-2467_10G – PARKING STRATEGY – 20th January 2020

P18-2467_10G – REFUSE STRATEGY – 20TH January 2020

P18-2467_12F – ADOPTABLE AREAS – 20th January 2020

P18-2467_13F – CHARACTER AREAS – 20th January 2020

P18-2467-18C – STREET SCENES – 22nd October 2019

P18-2467_17D – BUILDING HEIGHTS – 22nd October 2019

P18-2467_19F – HOUSE PACK – 22nd October 2019

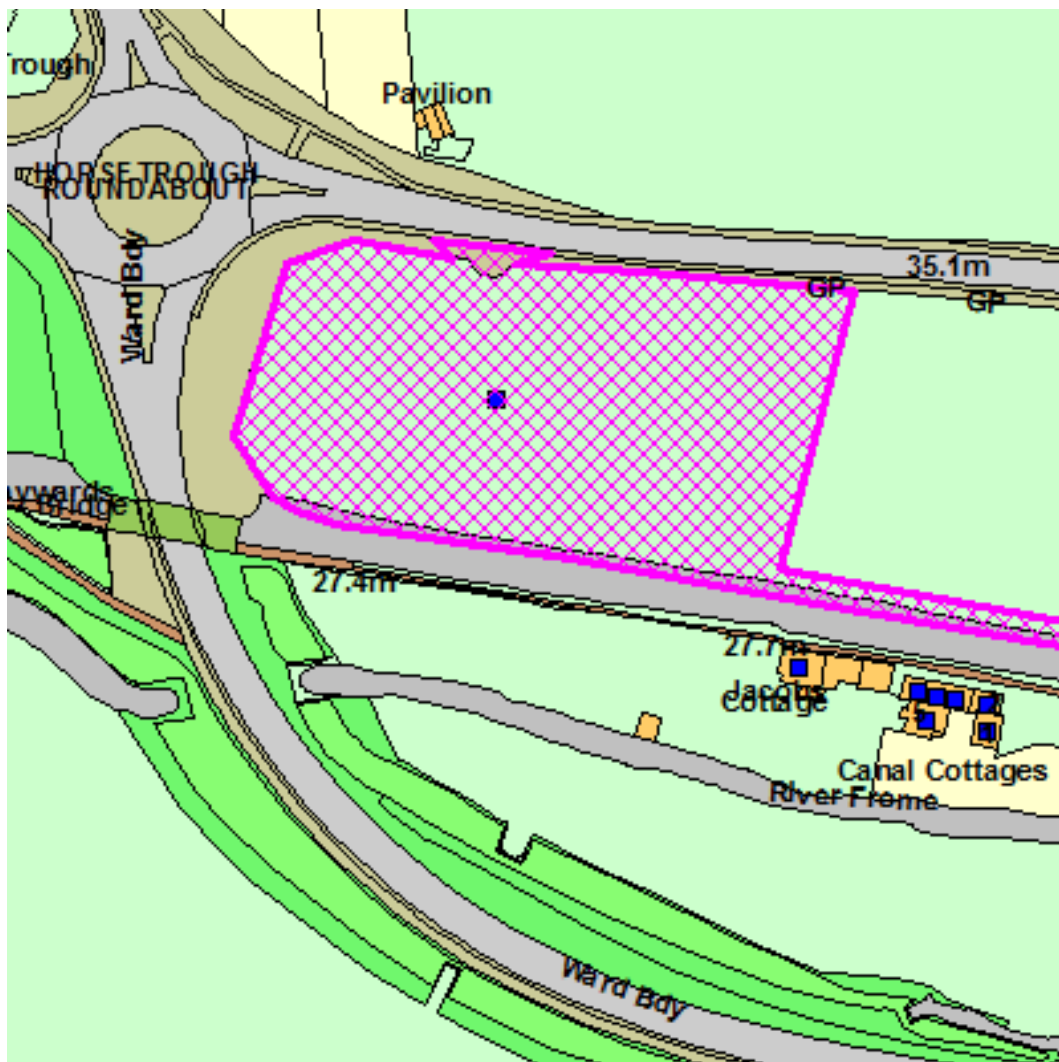
Reason:

To ensure that the development is carried out in accordance with the approved plans and in the interests of good planning.



Development Control Committee Schedule 18/02/2020

Item No:	02
Application No.	S.19/1905/FUL
Site No.	
Site Address	Land Near Horsetrough Roundabout, Ebley Road, Stonehouse, Gloucestershire
Town/Parish	Stonehouse Town Council
Grid Reference	381068,204730
Application Type	Full Planning Application
Proposal	Erection of Auction Showroom (Sui Generis) along with associated parking and landscaping. Resubmission of S.18/0105/FUL
Recommendation	Refusal
Call in Request	Stonehouse Town Council





Development Control Committee Schedule 18/02/2020

Applicant's Details	Stroud Auctions Ltd C/O AC Planning Solutions Ltd, 12 Marling Crescent, Paganhill, Stroud, Gloucestershire GL5 4LB
Agent's Details	AC Planning Solutions Ltd 12 Marling Crescent, Paganhill, Stroud, Gloucestershire, GL5 4LB
Case Officer	John Chaplin
Application Validated	08.10.2019
CONSULTEES	
Comments Received	Stonehouse Town Council Contaminated Land Officer (E) SDC Water Resources Engineer Canal Team (E) Development Coordination (E) Environmental Health (E) Arboricultural Officer (E) Natural England (E) Flood Resilience Land Drainage Archaeology Dept (E)
Constraints	Adjoining Canal Affecting the Setting of a Cons Area Consult area Conservation Area Flood Zone 2 Flood Zone 3 Key Wildlife Sites - Polygons Within 50m of Listed Building Neighbourhood Plan Stonehouse Town Council SAC SPA 7700m buffer Settlement Boundaries (LP) Village Design Statement
OFFICER'S REPORT	

MAIN ISSUES

- Principle of development
- Archaeology and Heritage Assets
- Landscape impact
- Ecology
- Flood risk
- Highways
- Residential Amenity
- Contaminated land
- Planning Balance



Development Control Committee Schedule 18/02/2020

DESCRIPTION OF SITE

The application site is a green field site located adjacent to the Canal and the Horsetrough Roundabout at Stonehouse. The field has mature boundary treatment with hedging and trees along the road and canal boundaries. An existing field access is provided on to the B4008. The site is located within the Industrial Heritage Conservation Area and parts in Flood Zone 2. The site is located in an open countryside being outside of any defined settlement limit.

PROPOSAL

The proposal is for the erection of a new build two storey auction building. This includes 2 large sales halls, office and staff accommodation space along with associated 70 space car parking and landscaping. A similar application was refused in 2018 (S.18/0105/FUL).

REVISED DETAILS

Revised and additional drainage information received.

Revised site plan (1232-05 N) received on the 18 November 2019.

Updated Tree report and tree protection plan 27 January 2020.

MATERIALS

Roof: Eternit Farmscape - anthracite

Walls: Fair faced concrete block, Vertical timber boarding and vertical 'hit and miss' timber boarding

Fenestration: Dark grey aluminium frames, with non-reflective glazing

REPRESENTATIONS

Statutory Consultees:

Stonehouse Town Council's Environment Committee agreed at a meeting of 25 November 2019 to support planning application 19/1905/FUL and to request that it is called in to the Development Control Committee. Please see the full response below:

SUPPORT AND REQUEST CALL IN: The following exceptional circumstances and overriding benefits apply to this application and are justifications to both support the application and request that it is called in for consideration by the Development Control Committee.

a) The application fits well with most of the Strategic Objectives of the current Local Plan (SDC Local Plan November 2015 para 2.6).

SO2 Local Economy and Jobs: The proposed development will enhance the local economy and provide jobs as well as encouraging visitors to the auction site itself and the enhanced canal area proposed as a benefit of the development. The nature of the applicant's business means that a considerable proportion of the turnover is returned to local people selling items at auction. We note that the application has considerable support from Stonehouse businesses.

SO3 Town Centres and Rural Hinterland: It is located close to Stonehouse Town Centre and the canal, providing a potential link site which may encourage visitors to the canal and Stroud Auctions to use town centre facilities.

SO4 Transport and Travel: The site is close to good public transport links including a major cycle path, bus routes and Stonehouse Station.



Development Control Committee Schedule 18/02/2020

SO5 Climate Change: The design makes some attempt to minimise its carbon footprint by including PV panels and the provision of electric car charging points in car parks.

SO6 Our District's Distinctive Qualities: The buildings are designed to blend in by having a low roof line and using timber, brick and glazing. The design does not dominate the landscape. The smaller scale business use fits with the original ethos of the canal as a place of work and would therefore not be detrimental to the rural and industrial character of the site.

b) Canal restoration and improving links between the canal and town centre The applicant has worked closely with Stroud Valleys Canal Company and will contribute towards restoration and improvement work close to the site and will allow some use of their car parking and public access to the moorings across their land. They have also worked with the Boatmobility project and will either carry out works or make a contribution to the latter. The proposed development fits with an aim of ensuring that the Cotswolds Canals restoration plays a positive role in the District (SDC Local Plan, Nov 2015, paras 89-92). The development would also "improve physical accessibility between canal and town centre" (SDC Local Plan Nov 2015, para 3.17/5), one of the guiding principles for development in the Stonehouse cluster.

c) The proposed development meets some of the requirements of CP11: New Employment Development. It appears to be of a type and scale of activity that does not harm the character, appearance or environment of the site or its surroundings or to the amenity of occupiers of nearby Properties. It is readily accessible by public transport, bicycle and foot. It has a layout, access, parking, landscaping and facilities that are appropriate to the site and its surroundings. There is some use of sustainable construction techniques and provision for renewable or low carbon energy sources in association with the proposed development.

d) An argument could be made that it meets the requirement of CP15: A quality living and working countryside, which is concerned with development outside settlement boundaries, in that the proposal would "support the rural economy" by providing employment and encouraging visitors to the area. The proposed access to the canal and additional moorings etc will "promote public enjoyment of the countryside". The developer has made some effort to find an alternative site with no success.

GCC Archaeology

Thank you for consulting me concerning the above planning application. I wish to make the following observations regarding the archaeological implications of this scheme. I advise that I have checked the proposed development area against the County Historic Environment Record and there is no archaeology known at this location. In my view there is a low risk that this development proposal will have any adverse impact on archaeological remains. I therefore recommend that no archaeological investigation or recording need be undertaken in connection with this scheme. I have no further observations.



Development Control Committee Schedule 18/02/2020

GCC Highways:

I recommend that no highway objection be raised subject to the following condition(s) being attached to any permission granted:-

1. Prior to commencement of any highway works the subject of any ensuing S38 Adoption Agreements / S278 Highway Works Agreement for the site, the Applicant is required to establish and maintain, and keep maintained for the duration of those highway works, a 'Residents Liaison Group' ("RLG") to comprise of one representative each from:

- The Applicant/Developer
- The Council as LHA
- The Local Council as LPA, and
- Local Residents representative

Reason:- To reduce the potential impact on the public highway in accordance with paragraphs 108 and 110 of the National Planning Policy Framework.

2. The vehicular access 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 (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason:- To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.

3. The vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no. 1232/05M, with the area of driveway within at least 10.0m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: - To reduce potential highway impact by ensuring that a safe and secure access is laid out and constructed that minimises the conflict between traffic and cyclists and pedestrians in accordance with paragraph 110 of the National Planning Policy Framework.

4. The building hereby permitted shall not be occupied until the vehicular access, pedestrian footways, parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no. 1232/05M, and those facilities shall be maintained available for those purposes thereafter.

Reason:- To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework.



Development Control Committee Schedule 18/02/2020

5. No development shall commence on site until a scheme has been submitted for the provision of fire hydrants for the benefit of the commercial development in a location agreed with the Council and should meet the requirements of Building Regulations Approved Document B Volume 2 Sections 15 & 16 (Fire Hydrants/Water Supplies and Vehicle Access). The commercial development buildings shall not be occupied until the hydrants have been provided to the satisfaction of the Council.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

6. 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
- viii. provide annotated plan demonstrating all of the above

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 108 and 110 of the National Planning Policy Framework.

7. 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 ref: 1232/05M, and those facilities shall be maintained for the duration of the development.

Reason:- To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the National Planning Policy Framework.

8. Prior to occupation of the proposed development hereby permitted details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe, suitable and secure access is achieved and maintained for all people that minimises the scope for conflict between traffic and cyclists and pedestrians in accordance with paragraph 108 and 110 the National Planning Policy Framework Framework and to establish and maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 127 of the Framework.



Development Control Committee Schedule 18/02/2020

9. Prior to the occupation of the building(s) hereby permitted, until 2% of the total proposed car parking spaces shall be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Reason:- To ensure that the development incorporates facilitates for charging plug-in and other ultra-low emission vehicles in accordance with paragraph 110 of the National Planning Policy Framework.

Informatives:

1. GCC currently has no technical specification for shared space. This is an adoption matter to which GCC are not obliged to adopt any highway. GCC will only adopt roads that meet our published technical specification.

2. 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.

Natural England:

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

For applications within or near the Cotswolds Area of Outstanding Natural Beauty (AONB) we recommend you seek the advice of the Cotswolds Conservation Board.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-getenvironmental-advice>

SDC Tree Officer

The tree protection plan needs to be dimensioned so the fencing and ground protection can be accurately set out.



Development Control Committee Schedule 18/02/2020

SDC Biodiversity:

After considering the submitted ecological surveys and proposed site plans my comments are as follows:

During assessment of the previous application the Biodiversity Team had concerns that the proposed removal of trees and vegetation along the canal edge and along the boundary of the site near the Horsetrough roundabout would result in negative impacts to the sites habitat connectivity and ultimately species such as bats using the canal as a navigation route. The Biodiversity Team suggested that the scheme should aim to accommodate existing trees along the canal to in order to retain the wildlife corridor and the ecological network to enable the proposed development be considered acceptable in accordance with Local Plan Policy ES6, and the proposals were considered likely to result in a net loss in biodiversity and as such the proposals would not have been considered to accord with the July 2018, NPPF, paragraph 170 and 174.

The revised scheme has considered comments made by the Biodiversity Team and as such has amended the scheme. The revised scheme will look to retain the majority of tree cover along the canal corridor and the section of the site adjacent to the roundabout. The proposed scheme subject to the above conditions is considered acceptable in accordance with paragraph 170 and 174 of the NPPF and Local Plan Policy ES6.

Acceptable subject to the following conditions:

No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include the following:

- Methods and Measures that will be taken to safeguard and mitigate any identified impacts to water-voles on the canal bank; the CEMP will identify clear zones where water-voles have the potential to impacted.
- Methods and Timings for the removal of vegetation likely to support breeding birds and common reptile species
- Details of site fencing.
- Details of site lighting.
- The role and responsibilities of the onsite ecological clerk of works ECOW or similarly competent person.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that protected and priority species and priority habitats are safeguarded in accordance with The Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 as amended, The Hedgerow Regulations 1997, Circular 06/2005, the National Planning Policy Framework (in particular section 11), and Policy ES6 of the Stroud District Local Plan 2015, and in order for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.



Development Control Committee Schedule 18/02/2020

Prior to the commencement of development a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy will;

- identify the areas/features on site that are particularly sensitive for foraging bats;
- show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their commuter route.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To maintain dark corridors for nocturnal wildlife and in accordance with Local Plan Policy ES6.

An ecological design strategy (EDS) shall be submitted to, and be approved in writing by the local planning authority addressing mitigation and enhancement has been submitted to and approved in writing by the local planning authority.

The EDS shall include the following:

- Full details of hedgerows to be retained and protected during construction;
- Full details of enhanced bat commuting corridors that will aim to provide connecting unlit habitat between identified/ newly constructed bat roosts and the wider landscape beyond the identified red line area of the development footprint;
- Details of planting, such as hedgerows, wildflower planting and establishment;
- Type and source of materials to be used where appropriate, e.g. native species of local provenance;
- Details for the erection of bird boxes;
- Details of remedial measures if planting fails;
- Details of initial aftercare and long-term maintenance.
-

The approved EDS shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 118 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority to commencement of the development. The content of the LEMP shall include the following:

- Description and evaluation of the features to be managed.
- Aims and objectives of management
- Appropriate management options for achieving aims and objectives
- Prescription for management actions



Development Control Committee Schedule 18/02/2020

- Preparation of work schedule (including an annual work plan capable of being rolled forward over a 25 year period)
- Details of body or organisation responsible for implementation of the plan.
- Ongoing monitoring and remedial measures.

The LEMP shall include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 118 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

SDC Environmental Health

With respect to this application, I would recommend that any consent should have the following conditions and informative applied:-

Conditions:

1. No construction site machinery or plant shall be operated, no process shall be carried out and no construction-related deliveries taken at or dispatched from the site except between the hours 08:00 and 18:00 on Mondays to Fridays, between 08:00 and 13:00 on Saturdays and not at any time on Sundays, Bank or Public Holidays.

2. The proposed opening hours should be conditioned.

Burning Informative:

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of smoke/fumes and odour during the construction phases of the development by not burning materials on site. It should also be noted that the burning of materials that give rise to dark smoke or the burning of trade waste associated with the development, are immediate offences, actionable via the Local Authority and Environment Agency respectively. Furthermore, the granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated smoke or fume complaints be received.

SDC Senior Contaminated Land Officer

Thank you for consulting me on the above application. I have no comments.



Development Control Committee Schedule 18/02/2020

SDC Water Resources Engineer:

I have reviewed the above and object to the application in principle; please see my comments as follows:

The applicant proposes to discharge into the canal via a headwall, however no permission has been submitted with the letter from SVCC. This means that in effect the applicant does not have a viable scheme.

The applicant has not included any drainage proposals (other than to say it will be permeable) for the car park to the east of the site, calling into question whether or not the applicant has the correct figures regarding their runoff and storage calculations. Furthermore there are no proposed methods for cleansing this water and as such this site would contribute hydrocarbon pollution to the groundwater. Some areas of the northern car park are not drained either.

I cannot see that infiltration is a viable option for this site, and therefore the permeable car park is unlikely to function without additional drainage. Furthermore I have not seen that any infiltration testing has been submitted to support this method of discharge.

The applicant has proposed to sink the building below the existing ground level however they have not proposed drainage for this area, all that is proposed is the downpipes. If this area is not drained the site will flood in the 3%AEP and this will be in contradiction to the NPPF and Stroud Local Plan ES3&4. Furthermore I cannot see that the levels will work to enable an outfall from the sunken building to the canal - is the canal higher than the building?

The drainage plan contradicts the flood risk assessment, which states that the site will infiltrate entirely, however the submitted plan shows a mixed solution which (as shown above) is not anticipated to work.

The site is within the modelled flood zone 2, and with the site's level reduction this may put the site at additional risk during these events.

GCC Local Lead Flood Authority:

The LLFA is a statutory consultee for surface water flood risk and management for major planning applications and has made the following observations and recommendation.

Flood Risk

The applicant has supplied a Flood Risk Assessment (5th September 2019), which shows that the southern portion of the site is in flood zone 2. The applicant has positioned the auction hall outside of this zone, reducing the risk of it flooding. The Risk of Flooding from Surface Water mapping from the Environment Agency, was not included in the Flood Risk Assessment but shows that the site is at low risk.



Development Control Committee Schedule 18/02/2020

Surface water management

Discharge strategy:

There is some inconsistency in information submitted by the applicant. The Application Form and Flood Risk Assessment mention the site will be drained via soakaways, whereas the proposed site plan (Drawing no.: "1232/05 M") suggests they will discharge surface water into the canal at the southern boundary of the site. No infiltration tests have been provided so I presume the applicant is proposing the latter. This strategy is acceptable in principle considering the site is on Blue Lias Clay, making infiltration unlikely, and given the proximity of the site to the canal, however, there doesn't appear to be any agreement for the discharge or construction of the headwall on the canal.

Without this agreement, this discharge strategy is not considered a viable option.

Discharge rates:

The applicant is proposing to discharge at a maximum rate of 2.2l/s which approximately equals the greenfield runoff rate for QBar. This is also their strategy for volume control as well.

Drainage strategy and indicative plan

Assuming drawing "1232/05 M" is the proposed strategy, the applicant will be storing surface water from the building and access road in an underground tank. This provides the Water Quantity aspect of SuDS but nothing on Amenity or Biodiversity. Water Quality will be dealt with through gully pots and a petrol interceptor.

The location and depth of the underground tank is concerning. Drawing "1232/05 M" suggests the outfall of the tank will be at least 1.2m deep and, given its proximity to the canal, I am concerned about its ability to drain effectively. Can the applicant provide levels for the tank compared to the water level in the canal as well evidence that it will be able to function properly? Also, is installing an underground storage tank so close to the bank of the canal safe? I'm concerned that it could put the structural integrity of the canal in jeopardy.

There are also concerns over the strategy for the car park. The applicant is proposing to use permeable paving, which is OK in principle, however, they are not connecting it to the rest of the drainage network and are relying on infiltration. Given the geology is clay, surface water is not likely to infiltrate into the ground very readily and could accumulate on the surface. The Non-statutory technical standards for sustainable drainage, which the LLFA uses as guidance to assess drainage strategies, states there should be no flooding on site in a 1 in 30 year rainfall event. From what the applicant has provided, this cannot be guaranteed. The drainage network can be designed to meet these criteria in detailed design but the car park, if left as it is, cannot be.

Climate change

The applicant is using 20% for climate change. While they have used this correctly to calculate the storage volume, the LLFA would prefer to see 40% be used. This will likely mean slightly larger storage tank.

Exceedance flow paths

The applicant hasn't provided a specific plan showing where surface water will flow in events that exceed the design of the drainage network or a topographical survey, however, given the general slope of the land is towards the canal, it should be possible to direct exceedance flows so they do not risk flooding the building.



Development Control Committee Schedule 18/02/2020

LLFA Recommendation

The LLFA recommends an objection to the proposal. The applicant has not demonstrated that they have a viable discharge strategy or that the site meets the Non-statutory technical standards for sustainable drainage. There are concerns over its ability to discharge effectively into the canal.

Revised GCC as LLFA:

To be reported.

SDC Specialist Conservation Officer:

Section 72 of the 1990 Planning (Listed Buildings and Conservation Areas) Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Section 66(1) of the Act requires that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest, and in particular, listed buildings.

These requirements extend to all powers under the Planning Acts, including the Stroud District Council Local Plan, Adopted 2015, Delivery Policy ES10 and Paragraphs 126-141 of the NPPF.

Historic England's Note 3 (the Setting of Heritage Assets) states that, 'settings of heritage assets which closely resemble the setting in which the asset was constructed are likely to contribute to significance.' The Framework (NPPF) defines the setting of a heritage asset as the surroundings in which it is experienced. The extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset; may affect the ability to appreciate that significance; or, may be neutral. Historic England guidance indicates that setting embraces all of the surroundings from which an asset can be experienced, or that can be experienced from or within the asset. Setting does not have a fixed boundary and cannot be defined, in perpetuity, as a spatially bounded area, or as lying within a set distance of a heritage asset. Indeed, the guidance notes that the construction of a distant but high building may extend what might previously have been understood to comprise setting.

The site lies within the Industrial Heritage Conservation Area (IHCA). The Industrial Heritage Conservation Area (IHCA) was conceived as a linear Conservation Area, following the valleys of the River Frome and the Nailsworth Stream, extending to the east, west and south of Stroud. In addition to these watercourses, the course of the IHCA follows the various transport infrastructures, which developed over the 18th and 19th centuries. These include the Stroudwater Canals, which were the 'arteries' of the locality and represented a new era in the industrial basis of the Stroud Valleys.

The IHCA was designed to preserve not only the 'set pieces' of the significant mill sites, but also the infrastructure and the context of Stroud's industrial legacy. The form, the patterns of development and settlement, and the transport links embody the social, economic and cultural history of the Valleys; because of this, the IHCA represents the preservation of more than just the buildings.



Development Control Committee Schedule 18/02/2020

In 2008, the Council undertook an appraisal of the IHCA; in order to facilitate this, several distinct 'character parts' along the length of the IHCA were identified. Following the appraisal, policies were drawn up to ensure that any development within the IHCA would be appropriate in each of the character parts. These policies were adopted as a supplementary planning document, and are therefore a material consideration. The relevant policies in the SPD are readily apparent and have been picked up in the applicant's heritage appraisal; therefore I will not repeat them here.

It is a misapprehension that the IHCA is entirely industrial. The proposed development site is in the 'Green Corridor: Rural Frome Vale' character part; as its name suggests, this part of the IHCA is overwhelmingly rural, with only sporadic, small scale development related to former mills and canal infrastructure. Whilst in places it is extremely expansive, in other places it appears as surviving pockets of undeveloped land. These open spaces are hugely important in balancing the built form of the conservation area.

The importance of gaps in development was explicitly stated in the Council's Industrial Heritage Conservation Area (IHCA) Appraisal:

'Gaps between mills, industrial groups and clusters of settlement are particularly crucial to the special interest and appearance of this linear conservation area since, by its nature, much of its character is perceived in transit- passing through the area or along transport routes.'

The nearby settlement of Ryeford contains listed buildings and non-designated heritage assets that are highly typical of the canal and mill-related development that has occurred within the IHCA: these tend, historically, to be relatively isolated, located at intervals along the canal's length. They were sited for specific reasons, such as at important crossing points, wharfs, locks, proximity to mills etc.

The row of Canal Cottages on the opposite bank of the canal, are key buildings within this part of the conservation area and can be deemed to be non-designated heritage assets. Nearby is the group of Grade II listed buildings clustered around the crossing point at Ryeford; Tankard House, Ryeford House, Ryeford Bridge and the Coal Pen near Canal Cottages.

The proposed development site is crucial to the setting of these heritage assets, contributing fundamentally to the sense of their isolation, particularly on the approach along the canal from the west.

Furthermore, the site plays an absolutely key role in the understanding of the settlement in its wider historic setting, allowing uncluttered views from the A419, out over the landscape, including the sight of the tree-lined cut of the Stroudwater Navigation.



Development Control Committee Schedule 18/02/2020

By its nature, any built form on this site would fundamentally alter the character of the conservation area. The infilling of such a significant amount of the buffer zone between the separate settlements, and the resulting erosion of the isolation of the historic built form that is such a key part of the significance of the designated and undesignated heritage assets and a major contributor to the character and appearance of the IHCA, cannot fail to cause significant harm. These proposals are therefore not considered to comply with the provisions of duties, policies and guidance contained in the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, the adopted Stroud District Local Plan Policies ES10 and ES11, November 2015, nor the Council's adopted Industrial Heritage Conservation Management Plan of 2008.

In Framework terms, bearing in mind that the Conservation Area is wide in its compass, the harm that would be caused to the significance of the designated heritage assets affected, would be less than substantial, however, it should be remembered that the development of this individual site must be evaluated in the context of the erosion of such spaces in the context of the wider proliferation of development on mill sites and land adjacent to the canals; the loss of individual sites potentially impacts the whole of the Conservation Area, because of the cumulative nature of harm.

This is particularly important given that the IHCA has been added to Historic England's Register of Heritage at Risk. Historic England's commentary on the conservation area's vulnerability noted that:

"...the extensive nature of the CA means that its significance is in danger of being eroded through continued incremental and cumulative change from development pressure on a wide range of sites. We recognised that part of the "threat" was perhaps the lack of understanding of the heritage significance of the area among those offering advice and decision makers and thought should be given to how awareness can be raised in key quarters and used effectively in development scheme negotiation."

Public:

154 support comments have been submitted. These are in the form of a shared proforma and support the proposal highlighting; Support local business, will attract visitors, moorings will bring people to Stonehouse, provide job opportunities, will have a positive effect on the local economy.

48 similar support forms from previous application have also been submitted by the agent.

Support from SVCC and Boatmobility have also been received

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework 2.2.

Available

to

view

at:<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 72(1).



Development Control Committee Schedule 18/02/2020

Stroud District Local Plan.

Policies together with the preamble text and associated supplementary planning documents are available to view on the Councils website:

https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Local Plan policies considered for this application include:

- CP1 - Presumption in favour of sustainable development.
- CP2 - Strategic growth and development locations.
- CP3 - Settlement Hierarchy.
- CP4 - Place Making.
- CP11 - New employment development.
- CP12 - Town centres and retailing.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- CP15 - A quality living and working countryside.
- EI11 - Promoting sport, leisure and recreation.
- EI12 - Promoting transport choice and accessibility.
- ES1 - Sustainable construction and design.
- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES5 - Air quality.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.
- ES10 - Valuing our historic environment and assets.
- ES11 - Maintaining, restoring and regenerating the District's Canals.
- ES12 - Better design of places.

The proposal should also be considered against the guidance laid out in:

Stroud Industrial Heritage Conservation Area (IHCA) Character Appraisal SPA (2008), Stroud Industrial Heritage Conservation Area (IHCA) Management Proposals SPD (2008), Stroud Industrial Heritage Conservation Area (IHCA) Design Guide SPA (2008), Stroud District Landscape Sensitivity Assessment (2016), Stroud District Landscape Assessment SPG (2000) & SDC Planning Obligations SPD (2017).

A Heritage Strategy for Stroud District has also been adopted as supplementary planning advice (SPA) in February 2018,

Stonehouse Neighbourhood Development Plan was made/adopted on 22nd February 2018 and now forms part of the development plan.

<https://www.stroud.gov.uk/media/356555/snp-referendum-10-17-web.pdf>



Development Control Committee Schedule 18/02/2020

INTRODUCTION

This is a 2nd application for a new build auction building on this green field adjacent to the Canal. The 1st application (S.18/0105/FUL) was refused planning permission in November 2018.

Being in a countryside location the scheme was not in accordance with the adopted Local Plan and Stonehouse NDP and no overriding benefit was demonstrated to justify a departure from the development plan ahead of more sustainable locations within settlements. Significant impacts on the landscape character and that of the Conservation Area were also identified and not outweighed by the public benefits. Insufficient information on the drainage and ecological impacts was provided.

No appeal was submitted for this 1st application and a 2nd application has now been submitted. This second application is for the same proposal with more information to address the technical reasons for refusal and a hope that the planning balance will have altered.

The application has a number of considerations which both cover the principle of development and the details of the proposed scheme which will be considered in turn below:

PRINCIPLE OF DEVELOPMENT

The Local Plan has been adopted and full weight should be given to its contents, in accordance with paragraphs 11 and 12 of the revised NPPF. There is a presumption in favour of sustainable development as applied locally through the policies contained within the Local Plan. Consequently, decision makers should approve proposals that accord with the Local Plan without delay, but should refuse proposed development that conflicts with the Local Plan, unless material considerations indicate otherwise.

The proposal is for the erection of an auction showroom and the creation of an associated car park on previously undeveloped land, lying outside the Stonehouse development limit, in what is considered open countryside as defined by the Local Plan. The site is conspicuous and is affected by multiple constraints and designations.

At the heart of the Local Plan and the revised NPPF is a presumption in favour of sustainable development. The Local Plan seeks to prevent the proliferation of development outside existing settlements and aims to steer new development of all sorts towards the District's larger and more sustainable settlements (settlements in Tiers 1-3 of the Plan's settlement hierarchy). The concept of settlement development limits is at the core of the Local Plan (CP3, CP15) and there is a presumption that development outside this boundary is not acceptable, unless the proposal meets a series of specific criteria and exceptions.

Although Stonehouse is one of the District's highest tier settlements (and this site does lie immediately adjacent to its settlement development limit), the settlement limit has been very deliberately drawn: the 'boundary' marks the extent of the town's 'core' and it is drawn here in order to protect the functional and visual character of the town's hinterland. The transition from urban to 'rural' character here on Stonehouse's southern edge is abruptly marked by the A419 Bristol Road/Ebley Road, as a narrow wedge of green canal-related tranquillity extends between Wycliffe College and Upper Mills Trading Estate. This edge of Stonehouse is



Development Control Committee Schedule 18/02/2020

particularly sensitive, not only because of the multiple environmental, natural, and heritage-related constraints (which will be addressed below), but also because of the proximity of other settlement development limits: Stroud's limit lies just 950m to the east, Kings Stanley 500m to the south and Leonard Stanley 820m to the southwest.

Core Policy CP4 requires all development proposals throughout the District to accord with the Local Plan's "Guiding Principles" for the relevant parish. Guiding Principles 3 and 8 for the cluster of parishes around Stonehouse (p54) are pertinent to this site and the proposed development: here, the Plan makes clear that one of its key aims is to avoid physical and visual coalescence between Stonehouse and other settlements "by resisting development at key gaps, such as west of Ebley / Ryeford" and avoiding "urbanisation and linear sprawl" along the A419 corridor, which is acknowledged as a 'gateway' to Stonehouse and to the Stroud Valleys beyond.

The proposed development does not fit within any of the 'exceptional' circumstances in which development is considered acceptable outside settlement development limits (criteria 1-6, CP15). CP11 deals with new employment development and it does recognise the value of employment growth in the countryside (i.e. outside settlement development limits). However, CP11 speaks in terms of "rural diversification", which is very different from employment development tacked onto the edge of a large urban settlement. CP11 (like CP15) also highlights that the acceptability of any new employment development is a balance of factors, including the avoidance of harm to the character, appearance or environment of the site or to the amenity of neighbours. The NPPF is a material consideration but doesn't outweigh an up-to-date Local Plan, which is what determines what is sustainable development in this specific Stroud District context.

The proposal is therefore considered contrary to the principles and policies of the Local Plan and Stonehouse NDP. This is acknowledged by the agent who considers that material considerations indicate that a decision should be made contrary to the adopted development plan. This is addressed in the planning balance below.

ARCHAEOLOGY & HERITAGE ASSETS

Section 72 of the 1990 Planning (Listed Buildings and Conservation Areas) Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Section 66(1) of the Act requires that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest, and in particular, listed buildings. These requirements extend to all powers under the Planning Acts, including the Stroud District Council Local Plan, Adopted 2015, Delivery Policy ES10 and Paragraphs 126-141 of the NPPF.



Development Control Committee Schedule 18/02/2020

Development outside settlement development limits will only be permitted where it does not have an adverse impact on heritage assets or their setting. Policy ES10 requires the potential impact of proposed development on the significance of a heritage asset (whether designated or undesignated) to be appropriately assessed; while ES7 requires consideration of landscape impact. Policy ES11 requires all development adjacent to the canal to respect its character, setting, biodiversity and historic value, as well as having regard to improving and enhancing views along and from the canals. The Policy also states that regard should be had to the adopted Industrial Heritage Conservation Area Design Guide SPA, which is relevant to this site.

The whole site falls within the Stroud Industrial Heritage Conservation Area (IHCA), not "adjacent to it", as the submitted Heritage Assessment incorrectly states (paragraph 6.1 of the Planning, Design and Access Statement). The Industrial Heritage Conservation Area (IHCA) was conceived as a linear Conservation Area, following the valleys of the River Frome and the Nailsworth Stream, extending to the east, west and south of Stroud. In addition to these watercourses, the course of the IHCA follows the various transport infrastructures, which developed over the 18th and 19th centuries. These include the Stroudwater Canals, which were the 'arteries' of the locality and represented a new era in the industrial basis of the Stroud Valleys.

The site contributes to the setting and character of the canal corridor (the entire Stroudwater Navigation, which is part of the Cotswold Canals network, is a non-designated heritage asset of local significance); it contributes to the setting of the row of (unlisted) Canal Cottages on the opposite bank of the canal, which are key buildings within this part of the conservation area; it also contributes to the wider setting and context of a nearby group of Grade II listed buildings at Ryeford (approx. 150m east of the site): Tankard House, Ryeford House, Ryeford Bridge and the Coal Pen near Canal Cottages.

The IHCA was designed to preserve not only the 'set pieces' of the significant mill sites, but also the infrastructure and the context of Stroud's industrial legacy. The form, the patterns of development and settlement, and the transport links embody the social, economic and cultural history of the Valleys; because of this, the IHCA represents the preservation of more than just the buildings.

A conservation area statement (CAS) has been adopted as supplementary planning advice (SPA) for the IHCA. The CAS characterises the site as part of the "Green Corridor: Rural Frome Vale", a particular sub-area of the conservation area that forms part of the distinctive 'spine', which runs the length of the IHCA and incorporates the canal, river and rail routes. The Character Appraisal explains that these Green Corridor areas play an important role in separating and punctuating the distinct historic mill sites and industrial hamlets that sit at intervals along the conservation area's various watercourses. The green 'spine' and rural gaps are important to the conservation area's overall significance and fundamental heritage interest (paragraphs 8.12-8.14 on p94 of the IHCA Character Appraisal). These open spaces are hugely important in balancing the built form of the conservation area.



Development Control Committee Schedule 18/02/2020

The close juxtaposition of historic industry with agriculture is clearly identified as a significant aspect of the conservation area's character and heritage interest. The conservation area's Character Appraisal and the IHCA Management Proposals SPD identify these green gaps as particularly vulnerable and in need of protection (see Key Issue 1 on p120 of the Character Appraisal).

It should be noted that, whilst the Planning, Design and Access Statement (para. 5.41-5.43) does identify that the site lies within the correct "Green Corridor: Rural Frome Vale" character area, the specific passages quoted here from the CAS (ref. para. 3.14 and 3.20 of the Character Appraisal) relate to parts of the conservation area much further west. Paragraphs 3.17 - 3.21 are more relevant.

The nearby listed buildings are highly typical of the canal-related development that has occurred within the IHCA: these tend, historically, to be relatively isolated, located at intervals along the canal's length. They were sited for specific canal-related reasons, such as at key crossing points (e.g. Ryeford), wharfs, locks, etc. The 'green corridor' around them contributes to their setting and significance. It should be remembered too that the canal and towpath, being linear, offer a unique perspective on the conservation area and on these listed buildings: their "setting" certainly extends as far as this site.

The site plays an absolutely key role in the understanding of the settlement in its wider historic setting, allowing uncluttered views from the A419, out over the landscape, including the sight of the tree-lined cut of the Stroudwater Navigation.

By its nature, any built form on this site would fundamentally alter the character of the conservation area and erode the separation and isolation of the historic built form. In terms of the detail and design of this proposed development, place-making policy ES12 seeks to achieve 'Better design of places', requiring new development to be based upon thorough site appraisal (which should include reference to the IHCA Design Guide SPA and relevant parts of Stonehouse NDP) and to demonstrate the design's suitability in its local context. The submitted Planning, Design and Access Statement (para. 5.41-5.43, 8.18-8.26, 3.3) does acknowledge the site's location within the conservation area and engages in some analysis to explain the agricultural-inspired design rationale. The proposed landscaping of the car park aspires to evoke orchard-style plantation (orchards are certainly characteristic of the Frome vale's landscape heritage), which is a nice idea; and the use of agricultural rather than a domestic or industrial vocabulary has some initial merit. However, when given further thought you are unlikely to see any agricultural building particularly one of such large size or imposing scale on such a small isolated parcel of land adjacent to the canal. The scale of the building and the extent of the site would be likely to have significant and detrimental effects on the character, significance and historic interest of the conservation area and canal corridor. The creation of moorings along the canal bank is also fundamentally at odds with the historic character of the Stroudwater Navigation (the canal). These are however related to a modern use of the canal and any actual harm to the character and significance of the conservation area will come down to matters of detail and design and a planning balance of this element of the scheme.



Development Control Committee Schedule 18/02/2020

Overall, the submitted Heritage Assessment (part of the Planning, Design and Access Statement) fails to adequately assess the potential impact of the proposed development on the significance of any of the heritage assets identified above (ES10 criterion 1); it does not demonstrate how these assets will be protected, conserved or enhanced by the proposals (ES10 para. 6.57); nor does it address the need to justify potential harm and loss that this proposal might cause to some or all of these assets and their significance (ES10 criterion 5 and para. 6.58).

The identified harm that would be caused to the significance of the designated heritage assets affected, would be less than substantial. Our Specialist Conservation Officer has also highlighted the cumulative harm on the wider Conservation Area and Historic England recognition of the vulnerability and threat also has to be appreciated.

The County Archaeologist has checked the proposed development area against the County Historic Environment Record and there is no archaeology known at this location, or in the immediate locality. Given the size of the scheme including the proposed developable area being only approx half a 1ha the County Archaeologist is satisfied that this development proposal will have a low potential to have an adverse impact on archaeological remains. Therefore, no archaeological investigation or recording is required in connection with this scheme.

LANDSCAPE IMPACT

Policy ES7 seeks to ensure that development proposals conserve or enhance the special features and diversity of the District's different landscape character types, in terms of the location, materials, scale and use, as well as the appropriate retention and management of natural features on the site.

The Council's Stroud District Landscape Assessment SPG (2000) characterises this site as at the periphery of the 'Escarpment Footslopes', a sub-category of the Rolling Agricultural Plain, where it abuts the 'Frome River Valley'. Paragraph 5.40 of the Planning, Design and Access Statement quotes parts of the SPG's text, but crucially omits that a key priority for action for these character areas is to "control sporadic development along the major routes and at the edges of small settlements". As outlined above, a key objective of both Policy CP15 and the Guiding Principles for Stonehouse is the avoidance of visual and physical coalescence between settlements.

The Council's 2016 Stroud District Landscape Sensitivity Assessment identifies this site as part of a parcel of land (St12) on Stonehouse's south-eastern edge that has "high-medium sensitivity" to employment development. It states: *"The sensitivity of the area lies in its role as a valuable wooded and open green gap in the ribbon development frontage along the Bristol Road/Ebley Road and north of the canal which allows fine views across to the southern valley sides and to the canal buildings from the Ebley Road ... this area, combined with the playing fields to the north, is effectively the only green gap between Stonehouse and Ebley/Stroud"*.



Development Control Committee Schedule 18/02/2020

Whilst the agricultural design approach is noted the size and scale of the building along with the parking, would not relate to this rural setting and is unlikely to be affectively softened by the retention of a few trees and poorly maintained hedgerow vegetation and the limited proposed landscaping. The proposal will still have a significant impact on this open green space and important undeveloped gap.

It is therefore considered the proposal will neither conserve or enhance the surrounding landscape character but cause significant harm.

ECOLOGY

The canal forms part of the River Frome Key Wildlife Site (KWS), designated for mammal interest and as such is a priority habitat. Preliminary Ecological Appraisal has been submitted to inform the consideration of the planning application. This includes addressing the potential impacts of the proposed development on the Key Wildlife Site and particularly on the otters (European Protected Species).

Policy ES6 is clear that "all stages of sustainable development are informed by relevant ecological information" and "all effects should be considered, including positive and negative, direct and indirect [and] cumulative ... over the lifetime of the development" (para 6.38).

The proposed development originally proposed substantial loss of mature vegetation (trees) within the site particularly adjacent to the roundabout and the Stroud Water Canal. Our ecologist previously raised concern the proposed removal of trees and vegetation along the canal edge and along the boundary of the site near the Horsetrough roundabout would result in negative impacts to the sites habitat connectivity and ultimately species such as bats using the canal as a navigation route.

Two of the trees originally proposed to be removed in order to accommodate landing stages are considered to offer high and moderate potential to support roosting bats T4 and T3 and furthermore T4 does offer a potential holt (resting place) for otters which are known to use the canal. It was therefore suggested that the scheme should aim to accommodate existing trees along the canal to in order to retain the wildlife corridor and the ecological network to enable the proposed development be considered acceptable in accordance with Local Plan Policy ES6. Without this the proposal was considered likely to result in a net loss in biodiversity and as such the proposals would not have been considered to accord with the national policy and guidance.

Also, the vegetation along the canal likely forms a wildlife corridor for commuting bats, the opposite side of the canal (south bank) is relatively well developed with limited vegetation indicating that the vegetation along the northern bank (the site) will be an important feature for wildlife within the wider landscape context. Its loss would further degrade the wildlife corridor along the canal and result in a net loss in biodiversity.

The submitted ecological surveys recommend that further bats surveys are required to be undertaken for trees T4 and T3 if they are proposed to be removed. These trees are important and should be accommodated within the scheme to retain the wildlife corridor and the ecological network and not have a net loss of biodiversity.



Development Control Committee Schedule 18/02/2020

Therefore, the revised details including the tree protection plans now show the trees along the canal being retained and only a no dig pathway being provided. The vegetation/species rich hedgerow adjacent to the roundabout is also shown as being retained. Additional surveys have therefore not been requested.

The retention of the trees is welcome, however, no information has been submitted to demonstrate how the mooring will be 'constructed' around them without any adverse impacts. With the 'in principle' issues a method statement has not been progressed, however, our ecologist is satisfied this could be conditioned.

Therefore, with further details required via condition and the tree and hedgerow retained this overcomes the previous ecological refusal reason.

FLOOD RISK

This revised application includes part of the canal channel which is Flood zone 3. Whilst the proposed built form is located within Flood zone 1 part of the application field is within Flood zone 2.

Details of a provisional drainage strategy have been submitted. Both SDC Water Resource Engineer and the Sustainable Drainage Engineer at GCC as the Local Lead Flood Authority have raised concern about the drainage strategy and the level of detail submitted.

Drawing no. 1234/051 Rev N shows an underground storm water storage tank with petrol interceptor and hydro brake. This shows sustainable drainage has been considered for the site and some surface water calculations for the attenuation tank have been submitted.

Parts of the proposed car park is shown with a permeable surface with the drainage for other areas remaining unclear. The SDC Water Resource Engineer has raised concern about whether infiltration is a viable option for this site so without infiltration testing to support this method of drainage the large permeable area would need to be incorporated into the main drainage system. This could further affect the drainage calculations and the required size of the storage tank. In addition as a permeable element no methods for cleansing the water has been outlined and as such this site could contribute hydrocarbon pollution to the groundwater.

Further information has been provided by the agent which goes some way to addressing the in-principle issue and lack of full information on the drainage strategy. Whilst this additional information addresses the fall between the attenuation tank and an outfall into the Canal which they have now demonstrated they have consent from SVCC as landowner to discharge into the canal, it does not demonstrate that the rest of the site and the proposed drainage system has sufficient capacity including the proposed drainage network/pipes to take the required surface water runoff for flood events including climate change from all areas of the site.

GCC as LLFA have asked for more information, however, the agent does not wish to carry out additional work on the drainage strategy at this time with the 'in principle' concerns regarding the scheme still in place. GCC as LLFA comment on whether sufficient details



Development Control Committee Schedule 18/02/2020

have been submitted to confirm the principles of the drainage strategy are satisfied and that the detailed design can be controlled via conditions will be reported to committee.

This is a major application and it is a mandatory requirement to provide sufficient information relating to the proposed surface water drainage strategy and consideration must be given to the provision of a SuDS. This is to comply with the requirements set out in Technical Guidance to the NPPF and the Non Statutory Technical Standards for Sustainable Drainage. A refusal reason on insufficient drainage information has therefore still been recommended but is subject to the further comments from GCC as LLFA.

HIGHWAYS

The development site is located adjacent to the Horsetrough Roundabout. A current field access is on site with the proposal seeking access directly of Ebley Road. This is a class 2 highway subject to a 30 mph speed limit, with footways either side of the carriageway.

The County Highways Officer confirmed on the previous 2018 application, after researching the relevant personal incident collision data, that no recorded incidents have been reported within the vicinity in relation to the site access in the past 5 years which is unsurprising given the limited use of the field and its access.

It is proposed to make improvements to the access which would result in a 6.0m wide carriageway into the site, with junction radii increased to 7.0m. The general access/layout arrangement is shown on the submitted drawing (within in the submitted transport statement Drg No 1801DWG02 rev A), with the vehicle tracking demonstrates that the largest expected vehicle can enter, turn and park without conflict.

The illustrative access and parking layout plan displays 70 car parking spaces, 26 bicycle parking spaces and 4 motorcycle parking spaces. There will also be 9 visitor canal moorings. The adopted Stroud District Local Plan recommends disabled parking bays are provided at a ratio of 1 space per 10 ordinary spaces. Accordingly, seven spaces are to be designated for blue badge holders and will incorporate an additional width of 1.2m side and rear to facilitate wheelchair access. The allocated vehicle parking provides sufficient room to accommodate the expected vehicles and ensure they enter and leave the site in forward gear. There is adequate provision to meet the anticipated number of vehicles at any one time. The County Highways Officer does not anticipate that any parking generated will be detrimental to highway safety.

The County Highways Officer is satisfied that the proposed development has provided a robust assessment of the likely trip demand of the existing applicant's activity, which is contained within the supporting statement.

Therefore, given the above, the County Highways Officer concludes that there will not be any detrimental impact caused to the surrounding highway network and recommends no highway objection.



Development Control Committee Schedule 18/02/2020

RESIDENTIAL AMENITY

The site is located in a rural location which create distance to the nearest neighbouring residential properties. Whilst the development will create additional noise and movement of visitors and vehicles the impact on the tranquillity and general character of the immediate area (including the canal and towpath are addressed elsewhere in the report. With controls over the hours and use of the building and the construction phase it is considered that the direct noise from an auction use will not have a significant adverse impact on the residential amenities of local residents to warrant a refusal.

CONTAMINATED LAND

As an existing undeveloped greenfield this site is not considered to have any contaminated land issues which could be a constraint. The Council's Senior Contaminated Land Officer has raised no comment or concerns regarding the site. No further investigation or remediation is requested.

PLANNING BALANCE & RECOMMENDATION

The principle of developing this land for sui generis auction/employment use is not compatible with CP15 or CP11, which outline that employment development outside a defined settlement limit are not acceptable, unless the type of development proposed is one of a few specific exceptions and meets a series of specific criteria - including the avoidance of harm to the historic or natural environment and the amenity of neighbours. With no rural justification the scheme is clearly contrary to policy which is acknowledged by the agent who is advocating a departure.

The agent has outlined how this local firm has established and the recent growth in business with sales being increasingly popular, including online. Financial information submitted shows this growth and potential and it has been outlined that being a local auction a large amount of the turnover remains within the local area. It is hard to test this suggestion and quantify the planning/community benefit. The agent has also outlines that the business now employment 7 full time staff, 3 fte (5) part time and 1.3 fte (8) sales day staff. The proposal therefore does provide jobs and growth for this local company which is clearly an economic benefit.

The agent has outlined an unsuccessful sequential style search for alternative sites within the Stroud Valleys. This work is noted but with limited details it is hard to test the outcomes and it is difficult to understand that there are no other sites possible given the number of employment, regeneration and brownfield land allocated and protected within the Local Plan.

The sensitive nature of the site, being within the conservation area, the canal corridor and a landscape buffer has not been mitigated. The proposal will have an urbanising impact and result in the loss of this open green field which prevent the coalescence of Stonehouse and Ryeford. The green and tranquil character of the part of the Conservation Area will also be harmed.



Development Control Committee Schedule 18/02/2020

The agent is also suggesting that the popularity of sales and viewing days will bring customers to the site who will then link their visit and make use of the shops and facilities in Stonehouse town centre. Whilst there may be some customers traveling between the site and the town centre and the post office will potentially see an increase in sale items being sent out, the slight separation and limited number of sales this impact is not likely to be overly significant. The loss of the benefits of the Auction use from its existing site and local post office are also noted.

The positive of providing mooring and connecting Stonehouse with the canal have also been highlighted. Significant restoration work is taking place along the canal and to maintain the character and attractiveness is essential to its future prosperity. These moorings are not necessarily only connected with the development and could take place along the canal even if the scheme does not go forward. The impact on the character of the canal is addressed above and the provision of moorings does not provide such an overriding benefit to justify a departure given the potential harm.

The highway impacts of the scheme have been considered to be acceptable but at time of writing it has not been fully demonstrated that the drainage strategy is appropriate.

Whilst the above benefits are all acknowledged and there is a willingness to help the applicant find a suitable site, even together these benefits do not outweigh the harm to the local character, landscape and heritage interest and do not justify a departure from the adopted Local Plan and Stonehouse NDP.

RECOMMENDATION

Therefore, the proposal is recommended for refusal.

HUMAN RIGHTS

In compiling this recommendation we have given full consideration to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any neighbouring or affected properties. In particular regard has been had to Article 8 of the ECHR (Right to Respect for private and family life) and the requirement to ensure that any interference with the right in this Article is both permissible and proportionate. On analysing the issues raised by the application no particular matters, other than those referred to in this report, warranted any different action to that recommended.



Development Control Committee Schedule 18/02/2020

For the following reasons:

1. The site is located outside of any settlement limits or employment sites on a Greenfield in a rural and countryside location. No rural or a policy compliant reason has been provided and it has not been demonstrated that exceptional circumstances exist or overriding benefits provided to justify a departure from the development plan ahead of more sustainable locations within settlements. The proposal is therefore contrary to the Policies CP1, CP2, CP3, CP11, CP15 and E110 of the adopted Stroud District Local Plan, November 2015 and the adopted Stonehouse Neighbourhood Development Plan 2018.
2. Due to the location and scale, the proposal will have an urbanising effect which will erode this important green gap and cause unacceptable harm to the local landscape character, the tranquillity, appearance and distinctiveness of this part of the Industrial Heritage Conservation Area and the setting of other nearby heritage assets. The wider cumulative impact on the IHCA would also be harmful. The public benefits of the scheme do not outweigh the harm therefore the proposal is contrary to the policies and guidance contained in the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, Policies CP4, CP14, ES7, ES10, ES11 and ES12 of the adopted Stroud District Local Plan, November 2015, Policy ENV4 of the adopted Stonehouse Neighbourhood Development Plan 2018 and the adopted Industrial Heritage Conservation Management Plan of 2008 and the Heritage Strategy for Stroud District 2018.
3. Insufficient drainage detail has been provided to demonstrate the effectiveness and suitability of the proposed surface water drainage strategy and that SuDS provision has been fully considered. The proposal is therefore contrary to Policies CP14 (2,3,4), ES3 and ES4 of the adopted Stroud District Local Plan November 2015, the requirements set out in Technical Guidance to the NPPF and the Non Statutory Technical Standards for Sustainable Drainage.