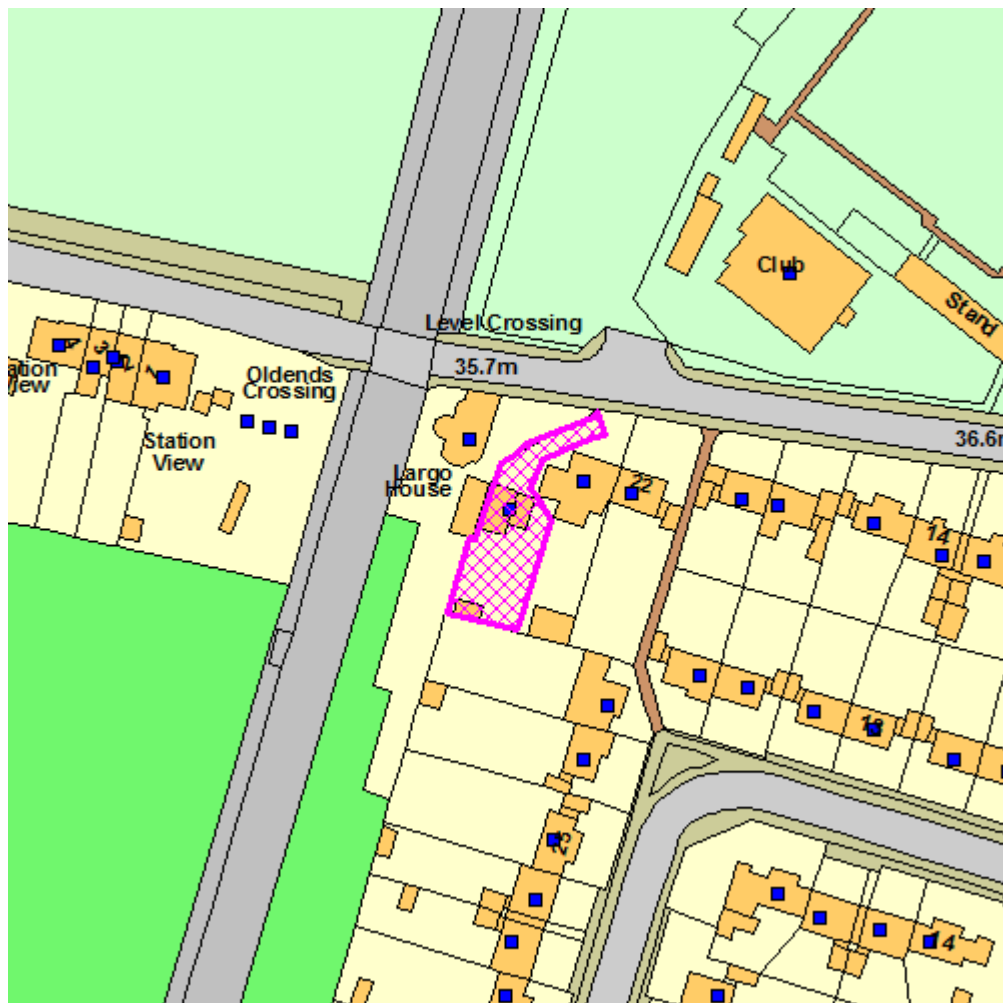




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Item No:	04
Application No.	S.23/0480/FUL
Site Address	Land At 24, Oldends Lane, Stonehouse, Gloucestershire
Town/Parish	Stonehouse Town Council
Grid Reference	380066,205963
Application Type	Full Planning Application
Proposal	Demolition of existing outbuilding/canopy and erection of single bungalow.
Recommendation	Refusal
Call in Request	Cllr Nicholas Housden





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Applicant's Details	Mr B Murray 20 Festival Road, Stonehouse, Gloucestershire, GL10 2DP,
Agent's Details	Mr Justin Dean Thomas Dean Architects Ltd, Rhyne Cottage, Moreton Valence, Gloucester, Gloucestershire GL2 7NA
Case Officer	Gemma Davis
Application Validated	06.03.2023
CONSULTEES	
Comments Received	Contaminated Land Officer (E) SDC Water Resources Engineer Development Coordination (E) Environmental Health (E) Network Rail(E) Stonehouse Town Council
Constraints	Consult area Neighbourhood Plan Stonehouse Town Council Railway land with 10m buffer SAC SPA 7700m buffer Settlement Boundaries (LP) Surface flooding 1 in 100 years Surface flooding 1 in 30 years Surface flooding 1 in 30 years Village Design Statement
OFFICER'S REPORT	

MAIN ISSUES

- o Principle of development
- o Design layout and appearance
- o Residential Amenity
- o Highways
- o Landscape
- o Ecology
- o Affordable Housing and obligations
- o Flood risk and drainage

INTRODUCTION

The application site consists of an outbuilding and an area of amenity space that serves No.24 Oldends Lane.

The site is served by an access from Oldends Lane. The host property forms part of a pair of two storey semi-detached rendered units that is positioned at the end of the row.



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The site is located within the defined settlement limits for Stonehouse.

The site does not lie within any landscape designation.

The application has been called to Development Control Committee by Cllr Nick Housden.
The planning reason for the call-in request:

"A Pre-App was previously undertaken on the site in respect of two dwellings.
Planning application for two dwellings (withdrawn based on comments of overbearing overlooking, highways etc)
Revised proposal addresses all the Pre-App concerns.
Large amount of surrounding support for the application
The garden to No 24 is very large.
Existing Garden Contains large canopy structures, sheds etc.
The design has considered overlooking design,
A bungalow being less dominant.
All Consultees have supported the application (Town Council, Highways Drainage officer etc)
There is a need for Bungalows in the area, specifically the owner is wishing to build this for his mother for age-appropriate living and ill health and to accommodate family or a carer visit stay.
There is a need for small family dwellings in the area across Stonehouse, Stroud etc
The design meets all nationally prescribed space standards.
Council supplementary design guide - in respect of size, amenity space etc - vehicle parking, manoeuvring to meet GCC highways Acceptance."

PROPOSAL

The application seeks permission for the demolition of the existing outbuilding / canopy and the erection of a single storey detached bungalow in the rear garden.

MATERIALS

Walls: White render
Roof: Tiles to match host property
Doors/windows: Dark grey UPVC

REPRESENTATIONS

Statutory Consultees:

Environmental Health Officer

Standard conditions and informatives

Contaminated Land Officer

No comments

Town Council

No objections as long as none from neighbours



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Network Rail

Thank you for your email dated 9 March 2023 together with the opportunity to comment on this proposal. Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

LEVEL CROSSINGS

As there is a level crossing in the vicinity then no part of the development shall cause any existing level crossing road signs or traffic signals or the crossing itself to be obscured. Clear sighting of the crossing must be maintained for the construction/operational period and as a permanent arrangement. The same conditions apply to the rail approaches to the level crossing, this stipulation also includes the parking of vehicles, caravans, equipment and materials etc, which again must not cause rail and road approach sight lines of the crossing to be obstructed. At no point during construction on site or after completion of works should there be any deterioration of the ability of pedestrians and vehicles to see the level crossing and its signage. There must be no reduction in the distance that pedestrians and vehicles have sight of the warning signs and the crossing itself. Network Rail reserves the right to provide and maintain existing railway signals/signs (whistle boards etc) and level crossing equipment along any part of its railway.

DEMOLITION

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

GROUND LEVELS

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.



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FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful 3 monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

GROUND DISTURBANCE

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Nature Space - newt officer

I have no objection to the below application: S23/0480/FUL Demolition of existing outbuilding/canopy and erection of single storey bungalow | Land At 24 Oldends Lane Stonehouse Gloucestershire. However, as these application sites lie in the red or amber impact zone as per the modelled district licence impact map, which indicates that there is



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highly suitable habitat for GCN within the area surrounding the application site I recommend the use of the following informative:

The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure or kill great crested newts; damage or destroy a breeding or resting place; deliberately obstruct access to a resting or sheltering place. Planning approval for a development does not provide a defence against prosecution under these acts. Should great crested newts be found at any stages of the development works, then all works should cease, and Natural England should be contacted for advice.

Local Highway Authority

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

Conditions Provision of Vehicular Visibility Splays

The development hereby approved shall not be occupied/brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for the distance on submitted plans in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety according to CP13 of the Local Plan, Local Transport Plan and paragraph 110 and 112 of the National Planning Policy Framework.

Provision of Pedestrian Visibility Splays

The Development hereby approved shall not be occupied/brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the back of footway / edge of carriageway shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjoining ground level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety according to CP13 of the Local Plan, Local Transport Plan and paragraph 110 and 112 of the National Planning Policy Framework.

Informatives Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at



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Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

No Drainage to Discharge to Highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Protection of Visibility Splays

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Construction Management Statement (CMS)

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community" this says: Constructors should give utmost consideration to their impact on neighbours and the public

- o Informing, respecting and showing courtesy to those affected by the work;
- o Minimising the impact of deliveries, parking and work on the public highway;
- o Contributing to and supporting the local community and economy; and
- o Working to create a positive and enduring impression, and promoting the Code.

The CMS should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties. This does not offer any relief to obligations under existing Legislation.

Water Resources Engineer

Detail design Condition:

No development shall commence on site until a detailed design, maintenance & management strategy and timetable of implementation for the surface water drainage strategy (e.g. Sustainable Drainage System - SuDS) presented in the Flood Risk Assessment/Drainage Strategy (document name or reference number and revision) has been submitted to and approved in writing by the Local Planning Authority. The detail must demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for



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the life time of the development. The scheme for the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to use/occupied.

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

Maintenance Condition: No development shall be put in to use/occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SuDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason: To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding

Public:

One letter of objection received raising the following concerns:

- o Overbearing impact
- o Invasion of privacy
- o Construction disturbance

Six responses received supporting the proposed development.

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework.

Available to view at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

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.
- CP3 - Settlement Hierarchy.



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CP9 - Affordable housing.

CP14 - High quality sustainable development.

HC1 - Meeting small-scale housing need within defined settlements.

ES3 - Maintaining quality of life within our environmental limits.

ES4 - Water resources, quality and flood risk.

ES6 - Providing for biodiversity and geodiversity.

ES12 - Better design of places.

The proposal should also be considered against the guidance laid out in SPG Residential Design Guide (2000), SPG Residential Development Outdoor Play Space Provision, SPG Stroud District Landscape Assessment, SPD Affordable Housing (Nov 2008) and SPD Housing Needs Survey (2008).

Stonehouse Neighbourhood Development Plan

H1 - Local housing needs (dwelling type and size)

ENV7 - High quality design

The Stonehouse Neighbourhood Development Plan made on 22 February 2018 and forms part of the statutory Development Plan for the District of Stroud.

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 on this site is acceptable; the site is within the defined settlement limits where infill development is supported by policies CP1, CP3, and HC1.

However, while acceptable solely in broad locational terms, the proposal must be subject to detailed assessment, as set out below, including reaching a good standard of design and appearance.

DESIGN, LAYOUT AND APPEARANCE

It is proposed to demolish an existing single storey outbuilding and canopy and to erect a single storey detached dwelling in the rear garden. The site is accessed from Oldends Lane. One parking space is proposed to serve the unit and two spaces to serve the existing property.

Local Plan Policy HC1 requires that proposal for small-scale housing development within defined settlements are of a scale, density, layout and design compatible with the character and appearance of the surrounding area; and provide appropriate private amenity space.

This part of Oldends Lane comprises of part of a post war dense housing estate located within the defined settlement limits for Stonehouse. The estate comprises of a mixture of semi-detached and terraced properties that are two storeys in height. Each property within



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the immediate vicinity sits within a reasonable sized plot that is proportionate to the size of the unit.

There is a particularly ordered and balanced layout to this part of Oldends Lane. Numbers 6 to 24 Oldends Lane demonstrate a building line that staggers the units back into the plot in an east to west direction. While the building line is staggered, it does identify a strong consistent layout. The layout comprises of a pair of semi-detached units, followed by a terrace of four units followed by two pairs of semi-detached units in an east to west direction. The semi-detached dwellings at each end of the terrace form clear and distinctive ends to the terrace. Each of the dwellings have good sized private rear gardens and are set back from the road by front gardens and parking areas with low walls, fences and hedges to the boundary.

The existing plot is an end plot of the housing estate development. The site has an irregular boundary with its adjoining neighbour Largo House. Largo House appears as a former Railway property. Due to the irregular boundary, this results in the application site being a shape and is contorted, therefore constrained. The drawings show that the footprint of the new property would take up a large proportion of the subdivided site. There would be a garden to the rear, however this is limited in size due to the site boundaries.

The proposal would introduce development on a constrained plot that would dominate the space resulting in the site appearing cramped and overdeveloped. The development of a detached dwelling on this site would not be consistent with the layout and streetscene of the surrounding area and would cause harm to the overall character and appearance of the area. Consequently, the development would not comply with Local Plan Policy HC1 which amongst other things, seeks to ensure the proposed housing is of a layout and design that is compatible with the character and appearance of the part of the settlement in which it would be located.

The proposal is out of character with the area and the constraints of the site. As a detached single storey dwelling, the building would be notably at odds with the surrounding built form, which is predominately characterised by semi-detached pairs and terraced units. The proposed dwelling has been designed to appear as a subservient building to the existing house. It would provide a modest 2-bedroom dwelling. As such, it is considered that the proposal would not sit comfortably in the broad design character of Oldends Lane and wider area. It is evident that there are other examples of similar new dwellings in close proximity that are not consistent with the original character of the area, however now that these buildings have been built out, their impact on the character of the area is noticeable and do not exemplify good design or the wider characteristics of the vicinity.

This is not a justification to introduce more examples of poor design. If allowed, the proposal would further contribute to the ongoing erosion of the original character of the area. Therefore, it is considered that the proposal is not acceptable in design and visual appearance.



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In light of the above, the proposal cannot be considered to be of a scale, character, form and layout that is compatible with the area and is therefore the proposal conflicts with Local Plan Policies HC1(1, 4, 7,8,9) and CP14 (5,9) and Stonehouse Neighbourhood Development Plan Policy ENV7 (i).

Whilst it is acknowledged that the proposal would provide a small dwelling in a sustainable location, being close to facilities and amenities and Stonehouse Neighbourhood Development Plan Policy H1 supports bungalows as they would meet the needs of the ageing population in Stonehouse, this does not over-ride the concerns raised above. Furthermore, it should also be noted that it is not possible to control the future occupiers of the dwelling.

Furthermore, while it is acknowledged that the back garden is large within the row along Oldends Lane and a substantial single storey ancillary outbuilding could be erected under the householders permitted development rights; the scale of the proposal is not considered comparable to this development and in addition, the proposal would require its own garden likely with associated paraphernalia, access and parking facilities and generate its own vehicular traffic, all of which would not be associated with an outbuilding.

RESIDENTIAL AMENITY

Due to the single storey height and orientation of the proposed dwelling, it would not result in any unacceptable impact on light levels for the occupiers of neighbouring dwellings.

The proposal has been designed to maintain privacy levels.

While the proposal would not create any impact on the surrounding dwellings in terms of amenity loss, the existing property (No.24) would be overbearing to the proposed property due to the relationship between the two, the limited separation distance and the fact that the existing property is two storey. The proposed dwelling is positioned approximately 6.5m from the rear wall of the side extension of No.24 and approximately 4.3m from the rear gable end of No.24 to the front wall of the proposed dwelling. The existing property would appear extremely dominating to the bungalow.

Furthermore due to the poor relationship, the first floor windows of the existing property would overlook the proposed bungalow, this would mean that the proposed property would suffer from an unacceptable level of amenity loss. As such, it demonstrates that the proposal has been shoehorned into the subdivided plot and therefore demonstrates poor quality design.

HIGHWAYS

The site is located and accessed from Oldends Lane. The site is located in a predominantly residential area. There is a footway to the front of the site and there are no parking restrictions on the highway.

The development is located within the settlement boundary and is in close proximity to a number of local facilities. It is also highly accessible, on a bus route with a bus stop located



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along this section of Oldends Lane. In this respect the proposal would be considered sustainable.

While the Local Highway Authority raise no objection to the proposal subject to conditions, Officers do raise some concerns.

The proposed site location and block plan submitted PL-23-466-02 identifies the red edge around the proposed development site and the blue edge around the site ownership. A small proportion of the red edge has been drawn up to the highway edge, however this red line does not identify a sufficient opening within the red line boundary of the proposed site to allow for a vehicle to pass. This could mean that in the future the site is inaccessible for a vehicle.

Whilst the proposed landscape and drainage plan does identify parking for both the existing and proposed dwelling (3 spaces) which would be in accordance with the Council's vehicle standards, the red edge line is not consistent across the submitted drawings and it is not clear if a modern day vehicle would be able to pass along the narrow gravel track that serves the proposed dwelling. The configuration of the plot appears tight.

While a plan stating a vehicle entering the site in a forward and reverse motion has been submitted, the drawing does not identify any tracking details / swept path analysis to demonstrate that all vehicle movements could be performed satisfactorily and given that the track is restricted. Furthermore, this drawing is also inconsistent with the red line boundary site plan.

The concerns largely relate to the application submission in terms of its accuracy. However, that notwithstanding, given that the proposal seeks to utilise an existing access and sufficient parking has been provided and a single dwelling does not require turning space, Officers would be unable to defend a refusal reason on this basis at appeal.

ECOLOGY

Under the Habitats directive, Stroud District Council has a duty to ensure that all activities the council regulates has no adverse effect on the integrity of any of the Natura 2000 sites.

The site is located within the core catchment areas of the Severn Estuary SAC and the Cotswolds Beechwoods SAC where mitigation is sought against the ecological impacts of new residential dwellings. These obligations have not been pursued due to the in principle objection to the scheme.

The site is located within the red or amber impact zone which highlights that there is suitable habitat for great crested newts. However, given the built dense area this matter has not been pursued and the applicant is reminded that should planning permission be forthcoming and great crested newts are found, development should stop and Natural England are contacted for advice.



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OBLIGATIONS / AFFORDABLE HOUSING

The Council has implemented a Community Infrastructure Levy (CIL). A completed CIL additional questions form has been submitted with the application.

Adopted Local Plan policy CP9 specifies that small scale residential schemes (1 -3 dwellings) for should pay a contribution to affordable housing of at least 20% of the total development value (where viable). Given that this policy has now been tested and it has been shown that the majority of these very small sites have been unable to support a payment towards affordable housing, the Council will only be pursuing an affordable contribution in respect of sites less than 4 units where the combined floor area of the units exceeds 1000m².

FLOOD RISK and DRAINAGE

The site is within Flood Zone 1 which is the area of the lowest risk of flooding. This means that the site is not at risk of river flooding. The scheme must also however consider the management of surface water.

This would not affect the principle of the development and therefore has not been pursued at this stage.

PLANNING BALANCE

The proposed site is within a settlement boundary where there is a presumption in favour of development subject to satisfactorily addressing all other material considerations.

However, Officers consider that the layout and design of the dwelling proposed is not appropriate in this location by virtue of its siting and type having a harmful impact on the character and appearance of this part of the settlement.

While the proposal would contribute to a range of house sizes within the area, this benefit alone would not outweigh the harm of the impact on the street scene.

While the application site lies within the defined settlement limits as prescribed within the Local Plan, the Council has a proven housing supply of over 5 years. This figure shows that the Council is able to provide its required housing numbers within other sites of the District, and strengthens its position in refusing applications lying within settlement limits that are ultimately unacceptable for other reasons.

In this regard, the application is recommended for refusal.

RECOMMENDATION

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



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by the application no particular matters, other than those referred to in this report, warranted any different action to that recommended.

For the following reasons:

1. The proposal would introduce development on a constrained plot that would dominate the space resulting in the site appearing cramped and overdeveloped. The development of a detached dwelling on this site would not be consistent with the layout and streetscene of the surrounding area and would cause harm to the overall character and appearance of the area, contrary to Policies HC1 (criteria 1, 7 and 9) and CP 14 (criteria 5 and 9) of the adopted Stroud District Local Plan, November 2015.
2. The scale, form, and design of the proposed dwelling would not be in keeping with the scale and character of the original dwelling, as well as the original character of the area. The development would contribute to the ongoing erosion of the original character of the area. As such, the proposal is contrary to Policy HC1(1) and ES12 of the Stroud District Local Plan 2015.
3. Development within the 15.4km mitigation of the Cotswold Beechwoods Special Area of Conservation will have a significant likely impact on protected site. In the absence of either a bespoke mitigation scheme or a financial contribution to the council's mitigation scheme, the development fails to mitigate its impact on the Cotswold Beechwoods Special Area of Conservation. The development is therefore contrary to the Conservation of Habitats and Species Regulations 2017 and policy ES6 of the adopted Stroud District Local Plan (November 2015).
4. Development within the 7.7km mitigation of the Severn Estuary Special Area of Conservation will have a significant likely impact on protected site. In the absence of either a bespoke mitigation strategy or a suitable planning obligation to secure a contribution to the council's mitigation scheme, the development fails to mitigate its impact on Rodborough Common Special Area of Conservation. As a result, the proposal is contrary to policy ES6 of the Stroud District Local Plan 2015 and the Conservation of Habitats and Species Regulations 2017.

Informatives:

1. ARTICLE 35 (2) STATEMENT - Pre-application advice was sought on this site for the erection of two dwellings. The advice provided was not favourable. However, the applicant sought to reduce the number and design of the dwelling and submit as a planning application.



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2. Plans considered:

Proposed Block Plan of 06/03/2023

Plan number = PL-23-466-02 Version number = & Location plan

Proposed floor plan of 06/03/2023

Plan number = PL-23-466-05 Version number = GF

Landscape Layout of 06/03/2023

Plan number = PL-23-466-06 Version number = & Drainage plan

Proposed Elevations of 06/03/2023

Plan number = PL-23-466-07 Version number = & Perspectives

Street Scene of 06/03/2023

Plan number = PL-23-466-08

Vehicle Tracking Layout of 06/03/2023

Plan number = PL-23-466-09

Visability splays of 06/03/2023

Plan number = PL-23-466-10