



Gloucester City Council

Planning Committee

Meeting: Tuesday, 5th August 2014 at 6.00 pm in The Civic Suite, North Warehouse, The Docks, Gloucester, GL1 2EP

Membership:	Cllrs. Taylor (Chair), Lewis (Vice-Chair), Noakes, Hilton, McLellan, Smith, Hobbs, Hanman, Ravenhill, Dee, Mozol, Toleman and Chatterton
Contact:	Tony Wisdom Democratic Services Officer 01452 396158 anthony.wisdom@gloucester.gov.uk

AGENDA

1.	APOLOGIES To receive any apologies for absence.
2.	DECLARATIONS OF INTEREST To receive from Members, declarations of the existence of any disclosable pecuniary, or non-pecuniary, interests and the nature of those interests in relation to any agenda item. Please see Agenda Notes.
3.	MINUTES (Pages 5 - 12) To approve as a correct record the minutes of the meeting held on 1 July 2014.
4.	GLOUCESTERSHIRE DEAF ASSOCIATION, COLIN ROAD - 14/00275/FUL (Pages 13 - 52) Person to contact: Democratic Control Manager Tel: 01452 396783
5.	ACCESS ROAD ADJ UNIT 14 OLYMPUS PARK - 14/00491/FUL (Pages 53 - 60) Person to contact: Democratic Control Manager Tel: 01452 396783
6.	FORMER NATIONAL GRID SITE, BRISTOL ROAD - 14/00631/FUL (Pages 61 - 84) Person to contact: Democratic Control Manager Tel: 01452 396783
7.	DELEGATED DECISIONS (Pages 85 - 98)

	<p>To consider a schedule of applications determined under delegated powers during the month of May 2014.</p> <p>Person to Contact: Development Control Manager Tel: (01452) 396783</p>
8.	<p>DATE OF NEXT MEETING</p> <p>Tuesday, 2 September 2014 at 18.00hrs.</p>

M. Shields

.....
Martin Shields
Corporate Director of Services and Neighbourhoods

Date of Publication: Monday, 28 July 2014

NOTES

Disclosable Pecuniary Interests

The duties to register, disclose and not to participate in respect of any matter in which a member has a Disclosable Pecuniary Interest are set out in Chapter 7 of the Localism Act 2011.

Disclosable pecuniary interests are defined in the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 as follows –

<u>Interest</u>	<u>Prescribed description</u>
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	Any payment or provision of any other financial benefit (other than from the Council) made or provided within the previous 12 months (up to and including the date of notification of the interest) in respect of any expenses incurred by you carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract which is made between you, your spouse or civil partner or person with whom you are living as a spouse or civil partner (or a body in which you or they have a beneficial interest) and the Council (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged
Land	Any beneficial interest in land which is within the Council's area. For this purpose "land" includes an easement, servitude, interest or right in or over land which does not carry with it a right for you, your spouse, civil partner or person with whom you are living as a spouse or civil partner (alone or jointly with another) to occupy the land or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the Council's area for a month or longer.
Corporate tenancies	Any tenancy where (to your knowledge) – (a) the landlord is the Council; and (b) the tenant is a body in which you, your spouse or civil partner or a person you are living with as a spouse or civil partner has a beneficial interest
Securities	Any beneficial interest in securities of a body where – (a) that body (to your knowledge) has a place of business or land in the Council's area and (b) either – i. The total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or ii. If the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, your spouse or civil partner or person with

whom you are living as a spouse or civil partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

For this purpose, “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

NOTE: the requirements in respect of the registration and disclosure of Disclosable Pecuniary Interests and withdrawing from participating in respect of any matter where you have a Disclosable Pecuniary Interest apply to your interests and those of your spouse or civil partner or person with whom you are living as a spouse or civil partner where you are aware of their interest.

Access to Information

Agendas and reports can be viewed on the Gloucester City Council website: www.gloucester.gov.uk and are available to view five working days prior to the meeting date.

For further details and enquiries about this meeting please contact Anthony Wisdom, 01452 396158, anthony.wisdom@gloucester.gov.uk.

For general enquiries about Gloucester City Council’s meetings please contact Democratic Services, 01452 396126, democratic.services@gloucester.gov.uk.

If you, or someone you know cannot understand English and need help with this information, or if you would like a large print, Braille, or audio version of this information please call 01452 396396.

Recording of meetings

Please be aware that meetings may be recorded with the Mayor or Chair’s consent and this may include recording of persons seated in the Public Gallery or speaking at the meeting. Please notify a City Council Officer if you have any objections to this practice and the Mayor/Chair will take reasonable steps to ensure that any request not to be recorded is complied with.

Any recording must take place in such a way as to ensure that the view of Councillors, Officers, the Public and Press is not obstructed. The use of flash photography and/or additional lighting will not be allowed unless this has been discussed and agreed in advance of the meeting.

FIRE / EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions:

- You should proceed calmly; do not run and do not use the lifts;
- Do not stop to collect personal belongings;
- Once you are outside, please do not wait immediately next to the building; gather at the assembly point in the car park and await further instructions;
- Do not re-enter the building until told by a member of staff or the fire brigade that it is safe to do so.



PLANNING COMMITTEE

MEETING : Tuesday, 1st July 2014

PRESENT : Cllrs. Taylor (Chair), Lewis (Vice-Chair), Noakes, Hilton, McLellan, Smith, Hanman, Dee, Mozol, Toleman and Chatterton

Officers in Attendance

Gavin Jones, Development Control Manager

James Felton, Solicitor

Vincent Maher, Interim Planning Policy Manager

Justin Hobbs, Landscape Officer

Tony Wisdom, Democratic Services Officer

APOLOGIES : Cllrs. Hobbs and Ravenhill

7. APPOINTMENTS MADE AT ANNUAL COUNCIL

The following appointments made at the Annual Meeting of the Council were noted:-

Planning Committee

Chair: Councillor Taylor

Vice-Chair: Councillor Lewis

Planning Policy Sub-Committee

Chair: Councillor Taylor

Vice-Chair: Councillor Lewis

Members: Councillors Dee, McLellan and Smith

8. DECLARATIONS OF INTEREST

Councillor Chatterton declared a personal and non-prejudicial interest in Agenda item 7, Confirmation of Tree Preservation Order 287.

9. MINUTES

PLANNING COMMITTEE
01.07.14

The minutes of the meeting held on 3 June 2014 were confirmed and signed by the Chair as a correct record.

10. TREE PRESERVATION ORDER - CONFIRMATION OF TPO 287 (SUBJECT TO MODIFICATION) 287 STROUD ROAD

Councillor Chatterton having declared a personal and non-prejudicial interest in this application took no part in the debate or vote.

The City Council Tree Officer presented the report which sought confirmation of Tree Preservation Order 287 made by the City Council on 8 May 2014 subject to the amendment of the title of the order to 'The Council of City of Gloucester (Land adjacent to 287 Stroud Road) Tree Preservation Order 2014.

He displayed photographs of the tree, a Corsican Pine which stood on a thin strip of land owned by No. 1 Willowtree Court and immediately adjacent to the southern rear boundary of 287 Stroud Road.

He advised that the tree was unlikely to grow much bigger and had shown no signs that it had suffered as a result of the construction of nearby dwellings in 2008. He agreed that the shed needles and cones were a nuisance but that did not justify removal of the tree.

Paul Pepler of 285 Stroud Road and also representing the residents of 287 Stroud Road addressed the Committee in opposition to the confirmation of the Order.

Mr Pepler was certain that this type of tree would not be planted in this location. He expressed concerns relating to health and safety and noted that the debris, needles and cone, presented a nuisance in blocking gutters which required a ladder to clear presenting a further potential health and safety hazard.

He disagreed that tree was an asset to the area as it was only visible for approximately 10° from the road. The residents of 287 Stroud Road were unable to see the tree from their property and local residents considered it to be an eyesore.

He appreciated fine trees and the contribution they made to the environment so he would support the replacement of the tree by a more appropriate species.

The Chair was advised that the tree predated the properties 285 and 287 Stroud Road which dated from 1953.

Councillor Mozol expressed concerns relating to possible liability falling on the Council raised by Mr Kilmister together with his written comments regarding the survey.

The Tree Officer advised that Orders were often made in reaction to a tree being placed under threat. He confirmed that this was national practice and how the legislation was intended to protect appropriate trees. He advised that this tree was at least 12 metres from the house and had a light canopy.

PLANNING COMMITTEE
01.07.14

He confirmed that responsibility for the tree remained with the owner who had indicated that she was happy for the order to be confirmed. He noted that there was no common law right for people to trim overhanging trees protected by a TPO without prior Council permission.

Councillor Dee believed the tree made a major contribution to the area and to visiting birds. He saw no grounds for not confirming the Order.

Councillor Smith believed that when purchasing houses with a tree they should be aware that a TPO could be made in the future. She noted that the tree was visible from the road and should the condition of the tree change the residents could contact the Tree Officer.

RESOLVED that The Council of the City of Gloucester (287 Stroud Road) Tree Protection Order be confirmed subject to amending the title of the Order to the Council of the City of Gloucester (Land adjoining 287 Stroud Road) Tree Preservation Order 2014.

11. DLK FURNISHINGS, 5-7 STROUD ROAD

The Development Control Manager presented the report which detailed the following applications at DLK Furnishings, 5-7 Stroud Road:-

14/00381/COU - Change of use from shop (Use Class A1) to hot food take-away (Use Class A5) with associated internal and external alterations to include installation of one extract flue concealed with cladding on rear elevation.

14/00382/LBC – Internal and external alterations to Listed Building in association with proposed change of use from shop (Use Class A1) to hot food take-away (Use Class A5).

He advised that the application had been presented to Committee at the request of Councillor Hobbs as he considered that the application site was on a very busy corner where there was no parking.

He referred Members to the late material which contained the comments of Gloucester Civic Trust Planning Appraisal Group, a query raised by the agent and the recommendation of the Development Control Manager.

He noted that the Flood Risk Assessment was acceptable, there were no objections from County Highways and the Design and Access Statement anticipated that 63 per cent of the business would be deliveries by vehicles using the service yard and accessing Trier Way.

Owen Pike, agent for the applicant, addressed the Committee in support of the application.

Mr Pike advised that the application, which had been prepared in accordance with national and local policies with no objections from the public or statutory consultees, was recommended for consent by Officers.

PLANNING COMMITTEE
01.07.14

He believed that the proposal, which was outside the City centre, would bring economic benefits including 20 full time jobs. There was no adjoining residential property therefore there would be no impact on dwellings. Although situated on a busy corner, the proposal was acceptable to County Highways. Delivery vehicles would use the rear yard where there were also two staff parking spaces. On street parking and car parks were available in the locality.

The Chair expressed concern about parking and the possible stationing of vehicles in front of the premises.

Councillor Smith was also concerned about parking. She noted that the local roads were full in the evenings and referred to paragraph 6.5 of the Officer's report that noted that the retail park parking was restricted to park patrons. She believed that parking in the bus stop could cause problems and suggested bollards to prevent parking in front of the premises.

Councillor McLellan expressed similar concerns but noted that County Highways were satisfied. He noted that penalty charges had been imposed on non-patrons in the retail park in the past and could be re-introduced. He did not consider that two parking spaces would be sufficient for staff.

Councillor Chatterton noted that the bus stop was used by the No.10 service which was one of the busiest in the City.

The Development Control Manager reiterated that there was no highways objection therefore it would be difficult to sustain a refusal at appeal. He noted other businesses operated locally without providing car parking and the premises had the benefit of A1 use so could be used as a retail store.

Councillor Lewis noted that the business customers would require short stay parking and asked if this could be conditioned or bollards could be installed. He stated that he was happy with the change of use other than the parking aspects.

He was advised that the land in question was not in the applicant's control so could not be conditioned although County Highways could consider installing bollards or barriers.

The Development Control Manager explained that County Highways had to work to the policies contained within the National Planning Policy Framework which was based on a presumption in favour of sustainable development.

Councillor Smith suggested that County Highways be asked to monitor parking at the site and this was agreed.

Councillor Dee believed that street furniture and layout of the corner could be improved.

RESOLVED that

PLANNING COMMITTEE
01.07.14

- 1) **subject to no substantive objections being received as a result of the publicity by 2 July 2014, planning permission and Listed Building Consent be granted subject to the conditions in the report; and**
- 2) **a letter be sent on behalf of the Committee to Gloucestershire County Council Highways section requesting that they ensure that the junction is monitored.**

12. ACCESS ROAD ADJACENT TO UNIT 14 OLYMPUS PARK

The Development Control Manager presented the report which detailed an application for change of use of highway to site for a hot food vending van at the access road adjacent to Unit 14, Olympus Park.

He noted that the application had been presented to Committee due to the objection from Royal Mail appended to the report. He advised that the access road width was 7.5 metres and the van was 1.7 metres wide which left 6 metres clearance on the highway. He noted that there had been no highways objection.

Councillor Chatterton believed that the highways officer could not have visited the site as there were four articulated lorries parked there every night. He believed that the application was neither sensible nor safe.

Councillor Mozol agreed with the previous speaker and drew Members' attention to the comments of Quedgeley Parish Council at paragraph 4.2 of the report.

Councillor Dee also agreed and pointed out that the Royal Mail would be intensifying operations at their delivery office and the public would be able to post and collect parcels from the premises greatly increasing traffic.

He called for the Planning Policy Sub-Committee to discuss the need for a policy for hot food vending vehicles and he also noted that there was a lack of guidance in other areas such as hand car washing businesses.

Councillor Lewis noted that there was a constant need for lorry access to the Royal Mail premises.

The Development Control Manager advised that there had been a detailed response from County Highways and the van would be of less width than a heavy goods vehicle.

Councillor Chatterton suggested that Royal Mail be requested to provide projected vehicle movement figures.

Councillor McLellan moved that the application be deferred for the attendance of a highways officer and further information from Royal Mail regarding projected vehicle movements.

RESOLVED that the application be deferred for the attendance of a highways officer and further information from Royal Mail regarding projected vehicle movements.

PLANNING COMMITTEE
01.07.14

13. ELMBRIDGE PARK AND RIDE

The Planning Policy Manager presented the report that detailed a consultation by Gloucestershire County Council on the Elmbridge Transport Scheme as part of a planning application by the highways authority.

He advised Members that the scheme comprised improvements to the Elmbridge Court roundabout, a Park and Ride Scheme and a bus gate and bus lane at Arle Court roundabout.

He noted that the Park and Ride scheme, with a capacity of 1,000 cars at busy times, was to be located in the Green Belt and Government Advice was that transport projects that can demonstrate a requirement for a Green Belt location are not inappropriate forms of development. The principle of a Park and Ride scheme was compatible with the emerging development plan and had been endorsed by the three Joint Core Strategy authorities of Gloucester, Cheltenham and Tewkesbury Councils.

The Chair noted that a similar arrangement to that proposed for Elmbridge Court roundabout operated successfully in Nottingham.

Councillor Lewis asked if the scheme would be completed in time for the Rugby World Cup in 2015.

Councillor Dee was advised that the scheme would not necessarily compromise any future scheme for a Parkway Station to serve Gloucester and Cheltenham.

Councillor Hilton believed that the proposal would not affect the Parkway Station scheme and he noted that the proposals had attracted significant Government funding.

RESOLVED that the principle of the Elmbridge Transport Scheme be supported and that the comments set out in section 4 of the report be forwarded to Gloucestershire County Council.

14. DELEGATED DECISIONS

Consideration was given to a schedule of applications determined under delegated powers during the month of April 2014.

RESOLVED that the schedule be noted.

15. DATE OF NEXT MEETING

Tuesday, 6 August 2014 at 18.00hours.

**PLANNING COMMITTEE
01.07.14**

**Time of commencement: 18:00 hours
Time of conclusion: 19:25 hours**

Chair

This page is intentionally left blank

GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	5TH AUGUST 2014
ADDRESS/LOCATION	:	GLOUCETERSHIRE DEAF ASSOCIATION COLIN ROAD
APPLICATION NO. & WARD	:	14/00275/FUL BARNWOOD
EXPIRY DATE	:	24TH JULY 2014
APPLICANT	:	GLOS DEAF ASSOCIATION AND CAPE HOMES LTD
PROPOSAL	:	ERECTION OF 12 APARTMENTS, EXTENSION AND ALTERATIONS TO EXISTING DEF ASSOCIATION BUILDING, PROVISION OF ASSOCIATED CAR PARKING.
REPORT BY	:	BOB RISTIC
NO. OF APPENDICES/ OBJECTIONS	:	SITE LOCATION PLAN 13 LETTER OF REPRESENTATION

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located on the southern side of Barnwood Road and immediately to the east of the junction with Grove Crescent. The site extends from Barnwood Road to the north to Colin Road to the south. The site itself is accessed from Colin Road, immediately to the east of the junction with Grove Crescent.
- 1.2 The site comprises an attractive red brick Victorian school building (formerly Barnwood C of E School) which is presently used as the headquarters of the Gloucestershire Deaf Association (GDA). The building is also 'hired out' by a variety of community/activity groups. To the east of the building is an extensive area of hard standing which provides on-site parking. To the west of the site is a landscaped garden which includes a number of protected trees.
- 1.3 The application seeks planning permission for the redevelopment of the existing car parking area to the east of the GDA building to create 12 apartments. The proposed building would range between two and three storeys in height and would provide 12 apartments (8 no 2 beds and 4 no. 1 beds). The flats would benefit from a total of 14 parking spaces, including one disabled space.

- 1.4 The building would range in overall height from approximately 8.3 metres for the two storey part adjacent to no.122 Barnwood Road to 10.25 metres in overall height for the three storey part nearest the GDA building.
- 1.5 The replacement parking area to serve the GDA will be sited to the western side of the existing building, upon part of the existing lawn area. The proposal would provide 17 formal parking spaces with an additional three over spill spaces upon an area of 'grasscrete' adjacent to the site entrance.
- 1.6 The application also proposes minor alterations to the existing GDA building, including the removal of a single storey flat roof extension, the re-arrangement of the toilet facilities and the provision of a small mezzanine area.
- 1.7 The proposed flat development and GDA would be served by the existing access from Colin Road, which would be upgraded and widened to 6 metres. In addition the application would introduce two pedestrian access points, one onto Barnwood Road and one onto the splayed corner at the junction of Grove Crescent and Barnwood Road.

2.0 RELEVANT PLANNING HISTORY

- 2.1 13396/01/OUT:- (outline) erection of 2 storey building forming 14 one bedroom and 6 two bedroom flats and formation of car parking area - 28.11.1989 – Refused - Appeal Allowed

13396/02:- change of use of former school to HQ for Gloucester Association for the Deaf - 18.12.1990 - Grant

3.0 PLANNING POLICIES

- 3.1 The statutory development plan for Gloucester remains the 1983 City of Gloucester Local Plan. Regard is also had to the policies contained within the 2002 Revised Deposit Draft Local Plan which was subject to two comprehensive periods of public consultation and adopted by the Council for development control purposes. The National Planning Policy Framework is also a material consideration.
- 3.2 For the purposes of making decisions, the National Planning Policy Framework sets out that, policies in a Local Plan should not be considered out of date where they were adopted prior to the publication of the National Planning Policy Framework. In these circumstances due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.
- 3.3 The policies within the 1983 and the 2002 Local Plan remain therefore a material consideration where they are consistent with the National Planning Policy Framework.
- 3.4 From the Second Stage Deposit Plan the following policies are relevant:

- 3.4.1 BE.1 – Scale Massing & Height
- BE.7 – Architectural design
- BE. 21 – Safeguarding of amenity
- BE.36 – preservation in Situ
- TR.9 - Parking Standards
- TR.31 – Road Safety

Development of sensitive uses such as schools, hospitals, houses and offices will not be permitted where they would be adversely affected by existing polluting uses.

- 3.5 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils and published its Pre-Submission Document which will be submitted to the Planning Inspectorate in autumn 2014. Policies in the Pre-Submission Joint Core Strategy have been prepared in the context of the NPPF and are a material consideration. The weight to be attached to them is limited by the fact that the Plan has not yet been the subject of independent scrutiny and do not have ‘development plan status’. In addition to the Joint Core Strategy, the Council is preparing its local City Plan which is taking forward the policy framework contained within the City Council’s Local Development Framework Documents which reached Preferred Options stage in 2006.
- 3.6 On adoption, the Joint Core Strategy and City Plan will provide a revised planning policy framework for the Council. In the interim period, weight can be attached to relevant policies in the emerging plans according to
 - The stage of preparation of the emerging plan
 - The extent to which there are unresolved objections to relevant policies; and
 - The degree of consistency of the relevant policies in the emerging plan to the policies in the National Planning Policy Framework

4.0 CONSULTATIONS

- 4.1 Gloucestershire County Highways – No objections subject to condition.
- 4.2 City Council Archaeologist – No objections subject to condition.
- 4.3 City Council Tree Officer – No objections subject to condition.
- 4.4 Severn Trent Water – No objections subject to condition.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 The occupiers of sixty-seven neighbouring properties were notified of the application by letter. The application was also advertised by site notice and press notice.

5.2 At the time of writing thirteen representations have been received. The comments raised are summarised below:

- Previous flat scheme refused in 1999
- Colin Road and Grove Crescent are 1930's style dwellings – development would be out of keeping
- Increased use of site would result in more vehicle noise in mornings and evenings
- Already parking problems in surrounding streets
- Already parking problems from evening and weekend events at GDA
- Parking on street and sharp bend is dangerous
- Cars will drive on wrong side of the road
- Danger to school children
- Coaches serving the school struggle/can't pass parked vehicles
- School generates significant traffic
- Overlooking from flats onto gardens
- 12 flats could generate 24 -30 cars
- Residents from surrounding streets already park on Colin Road/Grove Crescent.
- Number of available on street spaces questioned
- On street parking could affect emergency vehicle access
- Blind corner off Colin Road is a concern
- Could result in 'parking wars'
- Event on 26th May had 46 cars enter site
- Effect on property values
- Illegal parking on 'T' Junction with Colin Road
- Parking problems, Thursday, Saturday and Sundays
- Car park entrance is on a tight bend
- Citizen article claims 300 people per week use GDA
- Overall parking for GDA would be reduced
- Application would result in loss of 9 trees
- GDA has an attractive garden and trees
- 3 storey flats not in keeping with the local architecture
- Survey identifies 34 spaces, which are disputed as are 38 on Colin Road, which would involve parking on a blind bend
- Cars park on the street for long periods during the daytime
- Difficult for residents to exit their own properties
- Parking on pavement is dangerous and on street blocks visibility
- Would dwarf neighbouring properties
- Block light to side of 122 Barnwood Road
- Delivery lorries sometimes can not pass due to parked cars
- Can't comply with visibility splays due to bend
- Conveyance vehicles proposed to be re-located, no indication where to.
- Removal of trees compounds tree loss on other sites.
- Research paper setting out car ownership levels could be flawed
- Survey ignores peak school times

- Recent, nearby housing development had to be provided with 2 spaces per flat.
- There is a short-cut alleyway to the school adjacent to the site access
- Site could be better accessed from Barnwood Road

5.3 The full content of all correspondence on this application can be inspected at the Herbert Warehouse reception, The Docks, Gloucester, prior to the Committee meeting.

6.0 OFFICER OPINION

6.1 The main issues for consideration with this application relate to traffic and transportation, design & residential amenity, trees and landscaping, and archaeology.

TRAFFIC AND TRANSPORTATION

6.2 The site would be accessed from Colin Road which is a Class 4 highway with footways and street lighting and is subject to the local speed limit of 30mph.

6.3 The existing access has adequate visibility onto the public highway and as part of the redevelopment of the site it is proposed to be widened to 6m to accommodate any increase in vehicle movements associated with the introduction of a residential use for the site.

6.4 The proposal would not involve works to the public highway as the existing dropped kerb extends past the site entrance.

6.5 The TRICS car parking accumulation survey has been reviewed by the County Highways Officer and it demonstrates that sufficient off street parking has been retained for the continued use of the Deaf Association and 'community uses' it accommodates.

6.6 While at present the car park serving the centre can accommodate approximately 28 vehicles it should be noted that these spaces are not all available/used by patrons to the centre as a fleet of mini-buses currently park in the site. The applicant has advised that this arrangement is coming to an end and the mini-buses will not be parked at the site following development.

6.7 The 20 proposed off street parking spaces to serve the GDA would be similar to the existing patron parking provision, when considering some of the existing spaces are occupied by the minibus fleet.

6.8 Additionally, the TRICS parking accumulation survey has shown that at peak times the proposed development could place an additional demand of 4 vehicles onto the adjacent highway.

6.9 Furthermore, a parking assessment has been undertaken during the evenings as this is the also the peak demand for residential parking. It has

demonstrated that there approximately 60 parking spaces are available on the surrounding streets, within a radius of 200m of the application site.

- 6.10 The applicants highways consultant has advised that the number of on street spaces available has been calculated on the basis of the road length divided by 6 (one space for every 6 metres of road) with the parking spaces being on one side of the road and clear of existing driveways. On this basis and when considering the survey data provided, the County Highways Officer is satisfied that the proposed parking for the centre is adequate and any occasional overspill parking would not introduce a safety issue on the adjacent highway network.
- 6.11 The proposed parking provision for the apartments is based on 1 space per apartment and 2 visitor spaces (including 1 disabled space). This parking provision has been assessed against the Department for Communities and Local Government Residential Car Parking Research paper which assesses parking demand based on the number of habitable rooms. The parking demand generated by the apartments would be between 0.7-1.0 parking spaces per a residential unit or between 8.4 to 12 spaces to serve 12 apartments proposed.
- 6.12 The Highway Officer is satisfied that this proposed parking level is adequate to accommodate the parking demand of the residential element of this development.
- 6.13 Furthermore, the application site is considered to be in a sustainable location in that it is located in an existing urban area and the site's proximity to the City Centre and employment at Barnett Way and would be accessible by cycling or walking furthermore, Barnwood Road is on the No.10 bus route which provides a frequent service to the city centre.
- 6.14 Additionally the GDA and flat development would benefit from new direct pedestrian accesses onto Barnwood Road which could facilitate access to the site and encourage walking and cycling.
- 6.15 The NPPF has a presumption in favour of sustainable development. While there is evidence of on-street/overspill parking from the GDA at certain times, the County Council Highways Officer is satisfied that the development would not result in a 'severe' impact on the transport network and that safe and suitable access can be achieved.
- 6.16 Accordingly there is no sustainable highways reason on which to refuse planning permission as the proposal would comply with the requirements in Paragraph 32 of the NPPF.

DESIGN AND RESIDENTIAL AMENITY

- 6.17 The area surrounding the site is mainly residential, in Grove Crescent and Colin Road. Barnwood Road accommodates a variety of non residential uses, such as a newsagent on the opposite corner of Grove Crescent, petrol filling

station and convenience store, a sports and social club, and other commercial and social uses.

- 6.18 Barnwood Road has a variety of building styles, from small Victorian terraces to three storey blocks of apartments at Hammond Court to the east of the site and Wellingtonia Gardens to the west. The character of Grove Crescent and Colin Road is more uniform and suburban and is dominated by pairs of semi-detached dwellings. These properties are typically set back from the street and benefit from off street parking.
- 6.19 The proposed flat development would range from 2 to 3 storeys in height and has been designed in a traditional manner to incorporate architectural features found on the GDA building and surrounding residential properties, such as bays, dormers, sash look windows and a half-hip roof design.
- 6.20 The 3 storey part would be set to the western end of the proposed building and would be set approximately 7 metres from the main elevation of the GDA. It is considered that this separation is sufficient to maintain the spacious character of the area and the hipped roof design of this part would minimise massing and be complementary to the adjacent GDA building.
- 6.21 The proposed building would be set approximately 5 metres from the side elevation of no.122 Barnwood Road. This part would be 2 storeys high and would be finished in 'off white' render. The rear wing would be stepped-in a further 2.4 metres away from the side boundary with that property. This rear wing would include roof lights to its eastern elevation in place of first floor windows and would therefore not result in any adverse overlooking to the garden of no.122 Barnwood Road.
- 6.22 It is considered that as a result of the siting, design, separation and orientation there would be no demonstrable harm to the amenities of the occupiers of no.122 in terms of loss of light or privacy or any overbearing effect.
- 6.23 The rear elevation of the back wing would be sited approximately 13.9 metres from the rear (southern) boundary of the site, adjacent to No. 1 Grove Crescent. The proposed development would be aligned with the front part of the side elevation of that dwelling. Considering the separation and siting to the front of that house, the proposal would have no demonstrable harm in terms of loss of privacy or light to the occupiers of that property.
- 6.24 Similarly the flat development would be set a significant distance away from other dwellings at Grove Crescent, Barnwood Road and Colin Road. As a result there would be no adverse impacts from loss of light, privacy or any overbearing impacts to those occupiers.
- 6.25 The proposed alterations to the GDA building would be acceptable and would not result in any adverse impacts upon the visual amenities of the building or surrounding area.

TREES AND LANDSCAPING

- 6.26 While the proposed site for the flats is presently a hard surfaced car park, the area to the west of the building which is proposed to accommodate a replacement car park for the GDA, is currently laid to lawn and the area accommodates a number of trees which are covered by a Tree Preservation Order (ref. TPO184).
- 6.27 The application has been accompanied by a comprehensive Arboricultural Survey, Impact Assessment and Method Statement. The report advises that the general quality of the individual trees is not high and that 'their value lies in the presence of the group of trees'.
- 6.28 The application would involve the removal of 9 protected trees.
- 6.29 The City Council Tree officer has reviewed the submitted details and has confirmed that none of the trees proposed for removal are of significant amenity value, rare or have significant future potential. On the basis that these trees will be replaced (primarily along the frontage with Grove Crescent) there are no objections to the proposed removal.
- 6.30 The existing, attractive boundary hedge along the Grove Crescent and Barnwood Road frontage would be retained (save for the area where the two new pedestrian accesses would be formed) as well as the two prominent and protected Beech trees on the Barnwood Road/Grove Crescent Junction. This would serve to preserve the attractive appearance of the site and provide privacy to the proposed landscaped garden areas associated with the new flats and the GDA.
- 6.31 Additionally the submitted drawings indicate that there is sufficient space within the site to provide a substantial landscaped amenity area to serve the proposed development, including scope for further tree planting along the Barnwood Road frontage.

ARCHAEOLOGY

- 6.32 An archaeological evaluation has been undertaken within this site. Due to the operational nature of the GDA car park the evaluation sample was limited.
- 6.33 While the investigation identified the presence of archaeological remains at the site the City Archaeologist has recommended a condition to secure a programme of archaeological work and mitigation, so as to record and advance understanding of any heritage assets at the site.

OTHER MATTERS

- 6.34 An appeal for 20 flats across the whole of the current GDA site was allowed following the councils refusal of planning permission in 1989. Although this consent has remained unimplemented, it is a material consideration particularly as the Inspector found that a flat development would not be out of

keeping with the character of the area and that the provision of 1 parking space per flat plus 2 visitor spaces would not result in highway safety issues.

- 6.35 While the current scheme is for a lesser number of flats and the GDA would remain on the site it is considered that, a flatted development at the site is in principle acceptable, which when combined with the NPPF's presumption in favour of development, and absence of demonstrable harm arising from the proposal, it is considered that there would be no sustainable reason for refusing planning permission for the proposed development.

6.0 CONCLUSION/REASON FOR APPROVAL

- 6.1 The proposed development would regenerate the site and would make best use of land within an existing urban area. The impact of the proposal has been carefully assessed and it is concluded that subject to compliance with conditions, it would not result in any demonstrable harm to the visual amenities of the area, highway safety or adversely impact the residential amenities currently enjoyed by the occupiers of neighbouring properties. For these reasons the proposal is considered to be in accordance with Policies BE.1, BE.7, BE.21, BE.23 and TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Compliance with NPPF

In accordance with the requirements of the NPPF the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the council's website relevant information received during the consideration of the application thus enabling the applicant to be kept informed as to how the case was proceeding.

7.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

- 7.1 That planning permission is granted subject to the following conditions:

Condition 1

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2

The development hereby permitted shall be carried out in accordance with approved drawing nos.6797 PL.08A, 10A, 12A, 13A, 14A, 21351 04C received by the Local Planning Authority on 9th April 2014, amended drawing no.6797 PL04 Rev.C received by the Local Planning Authority on 20th May 2014, amended drawing nos. 21351 03C and 06D received by the Local

Planning Authority on 22nd July 2014 and any other conditions attached to this permission.

Reason

To ensure that the use is carried out in accordance with the approved plans and in accordance with policies contained within Second Deposit City of Gloucester Local Plan (2002).

Condition 3

Notwithstanding the approved drawings, details and where appropriate samples of the following details shall be submitted to and approved by the local planning authority prior to the commencement of any works. The development shall be carried out in accordance with the approved details and shall be similarly maintained thereafter:-

- (a) Precise details for the facing and roofing materials profiles and colours, including windows doors and their reveals.
- (b) Details of all external vents and flues & meter boxes
- (c) Precise details of a covered store for waste and recycling bins
- (d) Precise details covered and secure cycle storage to serve the GDA and flat development.

Reason

These details will require further consideration and to safeguard the appearance of the development, in accordance with policies BE.7, BE.21 and TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 4

Notwithstanding the submitted details, the development shall not take place until a scheme of hard and soft landscaping for the site, (which shall include precise details of the compensatory trees to be planted on the site) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in all respects not later than the first planting season following the occupation of any part of the building or the completion of the development, whichever is the sooner. If at any time within a period of 5 years of the completion of the development trees or plants die, are removed or become seriously damaged or diseased, they shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with policy BE.12 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 5

The development hereby permitted shall be undertaken strictly in accordance with the Arboricultural Method Statement as contained within the 'Tree King Consulting Arboricultural Survey, Impact Assessment and Method Statement' received by the Local Planning Authority on 20th May 2014.

Reason

To ensure trees proposed for retention are adequately protected before, during, and after development and in accordance with policies B.10 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 6

No development shall take place within the application site other than demolition down to ground floor slab level only until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason

To make provision for a programme of archaeological mitigation, so as to record and advance understanding of any heritage assets which will be lost, in accordance with paragraph 141 of the National Planning Policy Framework.

Condition 7

The development hereby permitted shall not commence until details for the disposal of surface water have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall include proposals for the disposal of surface water in accordance with the principles of Sustainable Urban Drainage Systems (SUDS) and shall be implemented prior to the first use or occupation of the development and maintained thereafter for the life of the development.

Reason

To ensure satisfactory drainage arrangements are provided in accordance with sustainable objectives of Gloucester City Council and Central Government and policy FRP.6 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 8

The replacement parking and pedestrian access to serve the Gloucester Deaf Association shall be implemented in accordance with drawing no.6797 PL04 rev.C prior to the commencement of any works associated with the residential element of this permission.

Reason

To ensure that safe and suitable access and off street parking is provided for the benefit of the users of the Gloucester Deaf Association and in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 9

Prior to the occupation of the residential development hereby permitted, the vehicular and pedestrian accesses shall be laid out and constructed in accordance with the submitted plan 21351/06 RevD and shall be maintained as such for the duration of the development.

Reason

To reduce potential highway impact by ensuring the access is suitably laid out and constructed in accordance with policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 10

None of the flats hereby permitted shall be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan 21351/06 RevD, and those facilities shall be maintained available for those purposes for the duration of the development.

Reason

To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site in accordance with policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Decision:

Notes:

.....

Person to contact: Bob Ristic (Tel: 01452 396822)

14/00275/FUL

Gloucetershire Deaf Association
Colin Road
Gloucester
GL4 3JL

Planning Committee 05.08.2014





12 May 2014

Re planning application 14/00275/FUL Colin Rd Barnwood Gloucester.

We would like to object to the above application on the following grounds.

The area consists of moderate sized semi detached and detached houses, the building would dwarf its neighbours and block a large amount of reflected light from the side of no 122 Barnwood road as one wall is only 4.5m from 122 and the building extends 6m beyond the rear of the property The side windows and the back of the house would lose sunlight after around 4pm which it currently enjoys during summer months. The energy requirement of this house would be increased.

Parking and Access Statement.

This statement is inaccurate and misleading particularly section 4.12

The number of parking places allowed for is not sufficient as the building could be occupied by working couples each owning a vehicle leaving 12 vehicles to park elsewhere. A high proportion of residents in this area own more than one car.

Very few residents park in the first half of Colin road for a very good reason. This section of road is used by the School bus and lorries delivering to the School and therefore the road is kept clear as much as possible. There have been occasions when parking by outsiders have caused problems for these vehicles. One day the bus could not get through and the driver had to knock on doors to get a vehicle moved. On another occasion a large lorry had to reverse all the way up the road and round the blind bend. This happened when there was a relatively minor event at the Deaf Centre.

It is vital that access to the School by large vehicles particularly emergency vehicles is not impeded. This part of the road is used by schoolchildren on a daily basis and occasionally for cycle proficiency lessons.

At times Grove Crescent and Colin Road have been used by personnel from the Walls industrial estate half a mile away, these roads should not be regarded as car parks for badly planned developments, there are already up to six outsiders parking at the end of Grove Crescent on a regular basis.

There is a proposal to widen the entrance to the development. It is not possible to do this and comply with current legislation on splay areas and visibility lines due to the bend.

We would have no objection to the building of a small terrace or a couple of s/d houses accessed from Barnwood road, this would blend with surrounding properties and if the additional parking was constructed at the Deaf centre very little parking would be lost.

A Gibbs and PH Gibbs

Open Letter delivered to Bob Ristic Planning) GCC and Phil Maclellan (Barnwood Councillor) by E-mail and by Hand to all relevant properties in Colin Road: Cheltenham Road: Grove Crescent: and Fairwater Park: and Barnwood COE Primary School

From

Mr & Mrs G Airley

30 May 2014

Ref: Application Reference - 14/00275/FUL

Dear Mr Ristic,

Key points in no particular order

1. Primarily the fact is that a the development is completely out of character for the area, which is low level residential family homes. FLATS are not in just not in keeping with this area.

2. 12 flats with occupancy of 2 adults minimum per flat could generate the requirement for 24 parking spaces. The 2 bed roomed units have the potential to increase this requirement by a further 8 spaces making a total of 30 spaces required.

3. The survey indicating 60/80 on road parking spaces is frankly laughable, as on a normal day resident parking from adjacent terraced housing accounts for between 30 to 40 vehicles. Perhaps spread along the entire length of Colin Road & Grove crescent and Fairview Park. Potentially there could be such a number, but the disruption and inconvenience caused to the residents and other road users would be considerable. . Where are these parking spaces, I would like to see them **indicated on a street map**, which I notice has not been forthcoming in the documents provided.

The blind corner just beyond the deaf centre on Colin Road is already a cause for concern and generates a number of close calls on a daily basis, staggered parking would greatly add to this issue.

The school bus to **Barnwood COE Primary School** already has encountered situations where the driver has had to De-bus and seek the drivers of parked vehicles in order to get them to move vehicles to allow him to proceed. That alone is unacceptable.

4. This proposed parking would also be a problem for emergency services especially the fire service, with that in mind I believe that consultation should be made with both these parties on the issue.

5. I concur with all the other residents comments, and hope that we would now **form an action group** to oppose the development with vigour and I will be sending an open letter to all residents in the roads concerned with a view to forming a protest group.

6. The C of E primary school generates a significant amount of traffic at opening and closing times, from both ends of Colin road. Perhaps consideration should be given to closing the road prior to the entrance to the school from the Deaf centre end of Colin road, as was the case many years ago, this would then force all traffic via the Wooton hall entrance end.

Not that this would be popular with those residing at that end of Colin road, which is already congested with on road parking as the houses there do not have as much off road parking.

7. If the application is approved and on road parking is allowed then a likely scenario is that existing Colin road & Grove crescent residents who have vehicles at home will park their own vehicles on the road in front of their own properties as a protest and to prevent others from doing so, and a full **car wars dispute will ensue.**

8. At present, and as witnessed myself, on Monday 26 May 2014, the Deaf centre had a gathering of some kind, which involved 46 cars entering their car park for the duration of the evening, how does that square with creating 19 or 21 parking spaces for the development, and then competing for the **"available on road spaces"**.

9. Residents be most aware this development (if approved) will have an adverse effect on the value of your property. This has already occurred in Colin road with the sale of one property after discovering the potential development, pulled out of the purchase. 10. I will oppose this development and ask all residents of the involved roads to unite and oppose this proposition.

10. A copy of this letter will be sent to our council representative Phil MacIlellan.

11. For reference purposes please see planning Application Reference - 14/00275/FUL. This can be accessed via the council website by copying this URL into your browser

<http://planningdocs.gloucester.gov.uk/default.aspx?custref=14/00275/FUL> here you can view all the planning documents and other residents comments

12. We as residents need to take action to protect our investments therefore we must act now. So don't just do nothing, lodge your objections. Contact your Council & your Councillor !!

13. Electronic copies of this letter are available by e-mail so that you can amend and send if you wish. If any residents would like to contact me regarding this matter then please e-mail me at

14. I strongly oppose the development and ask that planning be refused and I ask you to join me and fight this planning application and united we will defeat this application.

Yours sincerely

Mr G. P. Airley

Enc:

GDA: Parking Assessment

12 JUN 2014

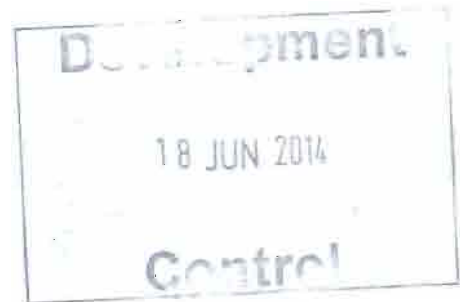
Mr B Ristic (Planning)
Gloucestershire County Council
Shire Hall
Westgate Street
Gloucester

Mr & Mrs G Daniels



9 June 2014

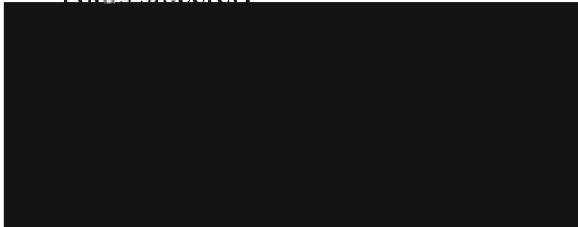
Ref: Application Reference - 14/00275/FUL



Dear Mr Ristic,

We refer to the open letter sent to you by Mr & Mrs G Airley of 7 Colin Road dated 30 May 2014. We fully agree with all the key points that they have raised and wish to add our objections to the proposed development as it stands.

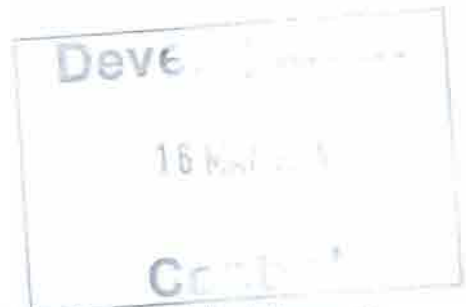
Yours sincerely





7 May 2014

Bob Ristic
Planning Department
Gloucester City Council
Gloucester



Re: Planning Application Ref. No: 14/00275/FUL

Dear Mr Ristic,
h

Further to the planning application of the Gloucester City Council Planning Portal and the letter sent to local residents regarding this application, I am writing to express my objection to this proposal and ask the council to reject this proposal.

The rationale for my objection is based on a number of concerns, namely, which I will address in turn:

- Previous Planning Application for Flats on this site was turned down
- Not in keeping with the street (Colin Road)
- Increased Noise
- Road Safety
- Increased Traffic
- Increased parking and road safety
- Privacy and Overlooking

Firstly, in 1999 the council set a precedent for this site by rejecting 14 flats for this site, and therefore the council should be consistent with their previous decision and reject the application for the same reasons as the previous decision ref. 13396/01.

Secondly, as mentioned in the application both Colin Road and Grove Crescent are 1930's style properties, on this basis alone the proposed development will look out of place between 1930's houses and the 1880's old school building, a modern flat complex would be out of sight on Colin Road, even if it would fit with Barnwood Road, the entrance is from Colin Road a street made up of all houses and no flats. Grove Crescent is also a road full of houses and no flats. Flats would be wrong for this area, however a number of appropriately designed houses with access from Barnwood Road would be more in keeping with the area.

Thirdly, in terms of increased noise the proposed increased entrance will be directly opposite the front of my property and an increase in traffic movement will also increase the noise which will disturb my young children especially late at night and early in the morning. Further there would be an increase in noise from people parking in the street from events at the Deaf Centre and the Deaf Association Social Club, who would create noise in the street. I understand other neighbours have already raised this issue with the Deaf Association in the past. I have personally heard door slamming and people talking loudly late at night. Also there is the increased noise not only of people opening doors and talking but also social events leaving the deaf centre and the lack of consideration for local residents which I and others have previously raised in person with staff at the deaf centre. While the deaf centre are generally good neighbours, the members of the deaf association and the social club are inconsiderate of the existing residents of Colin Road. I only foresee this situation getting worse as they will no longer have the car park to use especially on the centre's busy nights especially Monday, Thursday and Saturday.

Fourthly, in relation to this statement, I would take issue with it:

4.12 The Parking Assessment submitted with the application demonstrates that the level of car parking proposed is adequate to cater for the existing and future demand generated by GDA's use of the site, bearing in mind that there is more than enough on-street parking within 200 metres of the site (borne out by parking surveys). The proposed scheme does not result in severe detrimental impact on the local highway network and the proposed parking arrangements are suitable to meet the needs of

the building without creating additional hazards for other highway users.

In a public meeting the current parking situation was raised with the Deaf Association and the local county councillor present, who informed me in a telephone conversation that he and highways had visited Colin Road and Grove Crescent to assess the parking situation arising from students of the Engineering College and other employers parking on both roads and close to the blind bend on Colin Road and advised them not to park on either Colin Road or Grove Crescent as it was unsafe. I have heard that neighbours had contacted the Police for advice on what if they had an accident having overtaken a car parked in front of the blind bend.

While the onsite parking may not initially appear to create additional hazards, it is the overflow from events at the Deaf Centre and Social Club as well as the assumption is that each flat will only have one car, this is not borne out by national statistics on the number of households with multiple car ownership.

On numerous occasions prior to this planning application I and other residents have made complaints regarding the parking by various user groups at the centre, particularly at weekends and evenings. I have personally challenged some who park directly opposite my drive making exit from my drive virtually impossible given the other cars on the road, to be told the lady was entitled because she was deaf, I have a right to be able to enter and exit my driveway safely.

Frequently on a weekend the social club linked to the deaf centre, park cars on the road while they wait to enter the car park forcing cars on to the wrong side of the road. Further to this there are coach trips which park on the road for over an hour and sometimes on the bend, forcing you to go past on the wrong side or block residents drives and when challenged about the safety of the parking, you are told they have a right to do this and it is your problem – not exactly neighbourly behaviour.

Parking adjacent to No 4's side garden would create further risk of potential accident, more by chance than anything there has not been one in the past but the risk should not be underestimated. Gloucestershire Highways and Police, are aware of the sharpness of this blind bend due to phones call on the night of 23 December 2013 due to a fallen tree.

Any additional parking on Colin Road will cause untold misery for the existing residents who may like myself find it difficult to enter or exit their properties at times due to inconsiderate parking. If there is any additional parking on the road and there was an emergency at the local primary school then there may be serious consequences. As coaches to the school have on occasions had to knock on doors to have cars moved so that they can pass, what if this was an emergency service to the school. Recently children at the school undertook their cycling proficiency course and use the road which if there was additional traffic and parked cars then there is an increased risk of accident.

While in the highways report they point out Colin Road is a 30 MPH speed restriction the driving reality of the road is that this is too fast given the road width and the parking situation, additional parking will make the road unsafe.

Having said all this I am also concerned that residents from the flats will be able to see directly into our house and garden and I am concerned about our privacy and being overlooked by a building which is out of context on the road.



























The purpose of all these photos taken on various days and times to demonstrate how narrow Colin Road and Grove Crescent are with the current traffic volumes and parking. As you will see from the evening photograph of the Deaf Centre car park there are at least 6 cars in the car park, this was a quiet night at the centre but also I could not photograph further into the car park from the public highway. debt th

As you can also see the sharpness of the bend in Colin Road which is on the approach to the existing entrance and the way in which individuals and visitors park it narrows the road and the bend considerably. You will also note that one photo was taken as the local primary school finished and the approach to the bend was like a chicane and young children on the pavement, which with increased traffic would be very dangerous.

I have included photos from my property and the visual impact the flats will have on my property as well as the impact on the street view of Colin Road. As you will be able to see I have taken a photo of the view facing the deaf centre which the applicant chose not to include along with a photo from my front garden and the vicinity of the 6 meter entrance to my property. I am also concerned that when the services are moved to make way for the new entrance I will be left without water as my cold water inlet pipe runs from Colin Road into my property.

Parking legally on Grove Crescent in front of the deaf centre would make this stretch of road effectively one way and very dangerous as people exit Colin Road or enter Grove Crescent from Barnwood Road.

As you can see on page 5 the car driver is almost on the wrong side of the road as they come around the corner, with increased traffic this will increase the likelihood of an accident, especially if the road is blocked with a coach from the deaf centre.

Kind regards

Andrew Taggart

From: The School Governing Body Of Barnwood Church of England Primary School. Sent: 14th July 2014
To: Mr Bob Ristic, Planning GCC. Subject: Barnwood Deaf Centre Planning Application 14/00275/FUL
Sirs 1. We write to object to the proposed development at the Gloucester Deaf Association Colin Road in Barnwood, on the grounds that such a large number of new flats with so few additional parking spaces will exasperate the lack of road side parking in Colin Road. This will have health and safety implications when the emergency services fail to gain timely access to the school premises and our neighbours. 2. The school entrance is within the 200m radius survey area covered by the parking assessment produced by Hawthorn transport planning. However the survey conveniently overlooked the lack of domestic parking available at the peak school drop off and pick up times just before 9am and just after 3pm respectively. You have already been alerted, by residents of Colin Road, to the weekly struggle of coaches trying to take school pupils to their swimming lessons. The tight bends in Colin Road are made worse with the existing level of domestic parking. 3. The details of application 14/00275/FUL confirm that the 12 new flats include Qty 8 x 2 Bedroom and Qty 4 x 1 Bedroom units. A total of twenty new bedrooms and very likely 20 new cars competing for the 12 to 14 planned parking spaces before any visitors try to park. If each new flat is to be occupied by a minimum of 2 adults then the total parking demand could be 24 new cars competing for 12 to 14 spaces. That's 10 new cars looking for parking within the school's primary access route. 4. It is also worrying to note that another local housing development, also within this 200m survey area, had to be provided with two parking spaces per flat in order to comply with planning regulations for the 9 units in Wellingtonia Gardens, Barnwood. Perhaps 1 parking space per flat in the case of application 14/00275/FUL was an error? 5. Finally the parking at the GDA is also to be reduced from 28 to 19 spaces, increasing the stress on parking by a further 9 spaces. With those demands already listed in Paragraph 3 we need some persuading that there will not be a further 19 cars attempting roadside parking in Colin Road further compromising access to the school at times of emergency. Regards Andrew Sturdy (Foundation Governor for the School Governing Board)

Mr Andrew Sturdy

Sirs

I write to object to the proposed development at the deaf centre on Colin Road in Barnwood. I have no issue in principle with the development of flats as such, however I believe for the combined development of the flats and the deaf centre the ratio of car parking space allowed for is insufficient by a large margin.

I believe the comments made by the Highways Dept regarding parking are based on a report of insufficient rigor and the comments made may even verge on justifying an accusation of laziness. I also believe the local parking situation on Colin Road and on Grove Crescent is already dangerous and this proposed development will make the risk even worse.

If I understand the comments made by the Gloucestershire County Council Highways officer correctly, it seems his comments are based entirely on what I see as a severely flawed parking assessment from consultants and a research paper that claims that these type of dwellings would only require 0.7 to 1.0 parking spaced per dwelling.

The research paper could be severely flawed. Unless these flats are aimed at the unemployed or the elderly, most cohabiting couples, in this part of Gloucester, would have one or two cars. Meaning a demand for closer to two cars per dwelling is more likely.

The parking report is based on only 2 three hour surveys, both at the same time of day and both ignoring the peak times of parents dropping off/picking up children at the nearby primary school, and ignoring the peak morning pressure on short term parking driven by the Barnfield News corner shop on Grove Crescent. This survey was quoted along with a theoretical parking accumulation exercise, using generic information from a database, rather than what actually happens at the site in question.

The report also seems to state that along Colin Road, within the limit of the scope of the survey (200m), there are 38 viable parking spaces along the Road. This is a fundamentally flawed assessment if I am reading the report correctly. I walked the road this morning, there is nowhere near that number of road side spaces for cars to park on that stretch of road remotely safely. The report seems to suggest that parking on both sides of Colin Road is feasible. The width of the road, means it is not. The width of the road also means that often cars cannot park on the opposite side of the road to a driveway, as that would block the occupant from accessing their driveway.

Colin Road has a number of 'blind bends', the first of which, nearest the deaf centre is a serious accident waiting to happen already. There is sometimes a parked car on the corner, the same side of the road as the deaf centre, meaning that when driving away from the deaf centre towards the primary school, the motorist is forced to pull all the way over to the wrong side of the road, further reducing the driver's visibility when turning the corner. An oncoming vehicle (on the correct side of the road), would have very little warning that they would be about to have a head on collision. Increased parking demand would increase the chances of an accident.

Colin Road is very narrow considering the style of housing. Inconsiderate parking, which already happens occasionally, would block emergency services and large vehicles servicing the primary school.

All in all, taking safety as the number one concern, I think a reduced number of dwellings combined with a greater number of parking spaces would be a much more realistic use of the land. This would also potentially allow for a design which is more in keeping with the character of the buildings immediately adjacent.

Will Perrin

dear sir, thank you for your letter dated 23rd april 2014,i have looked at the information available for inspection on-line via gloucester planning on line with reference to gloucestershire deaf association colin road gloucester gl4 3jl ref:- 14/00275/FUL . the issue i have with this application is that there are 12 parking spaces for 12 apartments yet no visitor parking or extra parking should residents have two vehicles. also on the parking assessment done by hawthorne transport planning in the planning information it states there are 34 parking spaces in grove crescent the lower part of the crescent is a turning circle so no parking is allowed also i have viewed the road with fellow residents and we cant find the 34 spaces!! also on the report it shows 38 parking spaces on colin road but the problem here is parking on the blind bend just outside the deaf centre also the barnwood primary school use of a 52 seater coach each week for swimming lessons trying to negotiate the bend with parked vehicles. in the past i have had the opportunity to have someone from the highways to come and do a site check to see if the planning application has issues would this still be available to do? i look forward to your reply. yours faithfully

Mark Dolphin

Following a meeting and full discussion regarding the plans and proposals outlined on the website for above development we are now submitting a formal objection based on the grounds listed below. Essentially the Colin Road Barnwood is a traditional established residential area that has recently undergone substantial nearby development 100 yards away on the other side of the main road.

There are many unsatisfactory points contained within the website document and report although it is mainly the fact that a fully utilized car park is being converted to create a situation of overflow that is

naturally the greatest concern. There are a number of other factors of objection and these have been summarised as follows.

- 1) We are extremely concerned that a facility that is hired for functions and meetings should be losing its car parking space in the first place. There is an alternative area being prepared granted, but a fraction of the size of the current vehicle allocation available. It is also stated that the stored conveyance vehicles will be 'moved' but no exact provision has been made or stated. Although independent measurement has been carried out regarding on road parking within our neighbourhood very little has been done about monitoring the current demand on the existing parking facility at the Deaf Association.
- 2) On the subject of access into Colin Road there is also a concern that has been overlooked. The existing facility is mainly in use during business hours. If a new residential development of that extent was introduced then the entry point (just before the sharp corner into the second section of Colin Road) would be used during many more hours of the day and night adding to the hazard that already exists. There is also an issue of the probable addition to that hazard with vehicle overspill (under current plans and proposals), narrowing certain approach routes to the entrance. (On the plans submitted no provision has been made for an entrance directly onto the main Barnwood Road?).
- 3) Regarding the tree plan - there is clearly to be a removal of the existing garden area at the front of the Deaf Association Centre to provide the new reduced centre parking facility. While this only actually removes a minimal amount of trees it adds to the 'minimal amount' that were removed across the road in that recent development etc. etc. Unlike recent brown site developments in Europe we are facing a real danger of ending up with a concrete and tarmac eyesore on what was originally designated as an art deco garden suburb on the former vicarage grounds of the 1930's.
- 4) Last but in no way least is the actual size of the planned new development versus the extremely inadequate on site parking provision. 14 spaces is considerably under the normal requirement and indeed average national allocation given the size of the 12 dwellings outlined in the document.

We fully understand the need for progress and change as well as knowing and respecting the reason for the above application. However on this occasion have to oppose on the grounds stated.

Barnwood Against Overdevelopment of Traditional Infrastructure

Colin Road

We would like to raise the following concerns:

PARKING The survey on parking took place on a Tues and Fri. Colin Rd has a real problem with on street parking on a Thursday, Saturday and Sunday and during school drop off/collection times. These times were not surveyed.

The proposal is for 12 apartments. 8 of these would be two beds. It is reasonable to assume a two bed apartment will be owned by a couple(likely to have two cars) or a house share (again two cars). These 8 apartments would therefore require 16 car park spaces alone, add the additional 4 one bedroom apartments, likely to be owned by at least one person who can drive but more likely to be a couple with two cars makes the one space per apartment totally inadequate.

There is an alleyway very close to the Deaf Association (DA) which leads to the local primary school entrance. There is already cars that park on the road during school collection times, the proposed

apartments will increase on street parking and comes with significant safety risks for the young primary children walking to and from school.

The car park entrance is on a tight bend. Cars already take this bend wide and driving onto the other side of the road, especially if there are cars parked on the road just before the bend. An increase in use of the car park entrance and an increase in on street parking will cause a much bigger safety problem, for drivers and pedestrians. Widening the entrance will not resolve this. The entrance should be on Barnwood Road. A recent article in the Citizen stated an estimated 300 people per week will use the DA. This is great news as the DA is an asset to the community but where will these visitors and staff park with reduced car parking facilities? The answer is on Colin Road. Have these additional drivers parking needs been taken into consideration during the parking review or just the apartment residents?

Loss of trees: The application requires the removal of 9 trees. The DA has a very attractive garden, used by a variety of birds/wildlife the proposals do not adequately compensate for the loss of garden and trees. The same number of trees should be replaced and more effort made to replace the attractive garden which is currently full of trees and bushes. I would like to see more than the 9 lost trees planted to cover the look of the proposed apartments.

The DA is an attractive Victorian building. The houses in the local area are 1930's houses. I feel that three storey flats are not in keeping with local architecture and a two storey building would be more suitable and would look less out of place.

The school bus/coaches already has problems getting down Colin Road when cars are parked to closely adjacent to each other. Further on street parking will increase this problem.

In summary, I do not feel there has been adequate provisions made for parking, with the proposed increase in use of the DA but with less staff and visitor parking and 12 apartments. This has been proven to be the case with insufficient parking being available for the flats on Barnwood Road.

Further consideration should be given to the site entrance and loss of garden and trees in the design.

Regards Marcus and Rebecca Davis

I have concerns regarding the access to the site the entrance is on a blind bend and already causes problems for residents of Colin Road, with the light day to day usage, however this is compounded when there are functions at the Deaf Centre. I would also point out that there are a number of school children passing this access daily in order to use the alley to the school, and would suggest that it is only a matter of time before there is a fatality should the access remain on Colin Road. I note that you have conducted a survey and agree that during the day the parking requirement in Colin Road is minimal, however I would suggest that someone surveys the situation on an evening or Saturday when there is a function at the deaf centre, parking in Colin Road is inconsiderate in order to park as near to possible as the deaf centre there is always parking on the blind bend which makes it very dangerous for other road users. I do not object to the scheme however I object to the access from Colin Road and I question the need for yet more flats in the area, as this is predominantly a family area served by very good schools wouldn't some new family sized properties make better use of the site. My suggestion would be to access the site from the Barnwood Road to ensure there is not additional traffic on the blind bend in Colin Road, and that double yellow lines are put along Colin Road to ensure that there is no additional parking on the blind bend in Colin Road.

Mrs Paula Taylor

What is going to be done to stop the illegal parking on the T junction of Colin Road? It can be a nightmare now (photos to support if required. Somebody should look at these). Will it take a bad accident before somebody will act!!! There is not enough parking now so how can this be passed, it will only make it much worse..

Mr Andrew Brown

I see that the parking survey was carried out in the evenings but I can find no reference to a daytime survey of parking. During the daytime cars park for long periods of time down through the crescent. Not all of these cars are parked appropriately or with regard to residents own parking requirements and make it very difficult for many of the residents to get their cars in and out of their own properties and leaving little room for genuine visitors to properties in the area. If the parking allotted for the new building is not sufficient for the residents and/or visitors and overspill into the surrounding area this will inevitably cause problems for existing residents. I think that a daytime survey should be carried out to determine a true picture of parking in the area. I believe that people attending the Engineering College on Corinium Avenue park here for the majority of the day time and parents collecting school children from Barnwood Primary School also park here during the afternoons. There are also various tradesmen who leave their vehicles, such as large vans, for long periods of time in Grove Crescent which make visibility difficult when driving down the Crescent or driving out of driveways. There is also a lot of parking on the pavement which makes it difficult and dangerous for people with pushchairs, prams and with small children to negotiate the pavements and roads.

Ms Christine Gardiner

This page is intentionally left blank

GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	5TH AUGUST 2014
ADDRESS/LOCATION	:	ACCESS ROAD ADJ. UNIT 14 OLYMPUS PARK
APPLICATION NO. & WARD	:	14/00491/FUL QUEDGELEY FIELDCOURT
EXPIRY DATE	:	24TH JUNE 2014
APPLICANT	:	MR M OZER
PROPOSAL	:	CHANGE OF USE OF HIGHWAY TO SITE HOT FOOD VENDING VAN.
REPORT BY	:	BOB RISTIC
NO. OF APPENDICES/ OBJECTIONS	:	SITE LOCATION PLAN 1 LETTER OF REPRESENTATION

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located off a spur road on the eastern side of Olympus Park. The road services the delivery area to the Next & Matalan stores and terminates in a cul-de-sac turning head adjacent to the embankment to the A38. The Royal Mail sorting office is accessed from a separate road to the north of the Royal Mail site.
- 1.2 The proposed site is located upon the highway, to the south of the car park area to the Royal Mail depot and to the north of the car park which services the shops at the Quedgeley District Centre.
- 1.3 The nearest residential properties are set over 50 metres to the west of the site and on the opposite side of Olympus Park.
- 1.4 The application seeks planning permission to station a hot food trailer upon the northern side of the street, with a serving hatch facing the pavement.
- 1.5 The proposed hours of operation are 07:00 to 23:00hrs 7 days a week and the van would be driven away from the site each day.
- 1.6 The application has been brought before the planning committee as the proposal is for a 'hot food takeaway' which has received public objections.

2.0 RELEVANT PLANNING HISTORY

2.1 None

3.0 PLANNING POLICIES

3.1 The statutory development plan for Gloucester remains the 1983 City of Gloucester Local Plan. Regard is also had to the policies contained within the 2002 Revised Deposit Draft Local Plan which was subject to two comprehensive periods of public consultation and adopted by the Council for development control purposes. The National Planning Policy Framework has been published and is also a material consideration.

3.2 For the purposes of making decisions, the National Planning Policy Framework sets out that policies in a Local Plan should not be considered out of date where they were adopted prior to the publication of the National Planning Policy Framework. In these circumstances due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.

3.3 The policies within the 1983 and the 2002 Local Plan remain therefore a material consideration where they are consistent with the National Planning Policy Framework.

3.4 From the Second Stage Deposit Plan the following policies are relevant:

3.4.1 BE.21 - Safeguarding of Amenity

Planning permission will not be granted for any new building, extension or change of use that would unreasonably affect the amenity of existing residents or adjoining occupiers

3.4.2 FRP.11 – Pollution

Development that may be liable to cause pollution of water, air or soil, or pollution through noise, dust, vibration, light, heat or radiation will only be permitted if the quality and enjoyment of the environment would not be unduly damaged or put at risk.

Particular attention will be given to development of potentially polluting uses in close proximity to sensitive uses such as schools, hospitals, housing or offices.

Development of sensitive uses such as schools, hospitals, houses and offices will not be permitted where they would be adversely affected by existing polluting uses.

3.5 In terms of the emerging local plan, the Council is preparing a Joint Core Strategy with Cheltenham and Tewkesbury Councils and has recently published for consultation a Draft Joint Core Strategy in October 2013. In addition to the Joint Core Strategy, the Council is preparing its local City Plan which is taking forward the policy framework contained within the City

Council's Local Development Framework Documents, which reached Preferred Options stage in 2006.

3.6 On adoption, the Joint Core Strategy and City Plan will provide a revised planning policy framework for the Council. In the interim period, weight can be attached to relevant policies in the emerging plans according to

- The stage of preparation of the emerging plan
- The extent to which there are unresolved objections to relevant policies; and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the National Planning Policy Framework

4.0 CONSULTATIONS

4.1 Gloucestershire County Highways – Raised no objection.

4.2 Quedgeley Parish Council - There are a number of HGV's who need access for deliveries to the units together with vehicles who park to use the retail park and we consider this will lead to highway safety issues

5.0 PUBLICITY AND REPRESENTATIONS

5.1 The occupiers of nine neighbouring properties were notified of the application by letter. The application was also advertised by a site notice.

5.2 At the time of writing one letters of representation has been received. The comments raised are summarised below:

- The road in question is used for parking by both Royal Mail and the Retail Park. It is also used as a Lorry Park at night.
- Road used by articulated lorries gain access to the loading bays.
- Siting a Vending Van on this road would not be a great idea due to the fact the lorries need constant access and it could possible become a safety hazard.

5.3 The full content of all correspondence on this application can be inspected at the Herbert Warehouse reception, The Docks, Gloucester, prior to the Committee meeting.

6.0 OFFICER OPINION

6.1 The application seeks planning permission for the stationing of a mobile hot food catering trailer, which would operate between the hours of 7am and 11pm daily.

6.2 The applicant has advised that the trailer would be removed from the site each day and that the hours operation sought are to give maximum flexibility to the applicant, who is unlikely to trade each and every day.

- 6.3 The character of the immediate area is commercial and industrial and the nearest residential properties are some 50 metres to the west. These properties back onto the western side of Olympus Park and are screened by a substantial tree and shrub planting. As a result of the screening and separation, the proposal would not result in any demonstrable harm to residential amenities of the occupiers of those properties.
- 6.4 As the access road upon which the van would be sited is a cul-de-sac, with both sides having been developed (with Next to the Southern side and the Royal Mail sorting office to the north) and the fact that the road and these developments extend up to the embankment with the A38 dual-carriageway, there is no scope for any further development to be accessed from this road.
- 6.5 The proposed van would be viewed against the back drop of existing parking upon the highway and within the substantial car parks serving the shops and the Royal Mail depot. The proposed trailer would not therefore appear unduly prominent within the street scene.
- 6.6 An objector has raised concerns with regards to highway safety. The application and comments have been reviewed by the County Council Highways officer who has advised that the primary use of the highway is for the passing and re-passing of traffic. The stationing of the hot food van would not materially affect that purpose.
- 6.7 The junction with Olympus Park and the opposing side of the highway are subject to parking restrictions by the application of a traffic regulation order. Limited on-street parking is available to the east of the proposed location with public off-road car parking in the customer car park to the south. The pavement adjacent to the highway is of sufficient width to accommodate customers and pedestrians. For these reasons it is considered that the proposal would not have a severe impact on the highway safety.
- 6.8 I consider it reasonable to include a condition requiring a bin to be provided during trading hours in order to minimise possible impacts from litter and Vermin. And similarly a condition requiring the trailer to be removed from the site when not in use.
- 6.9 In the unlikely event of any anti-social behaviour associated with the proposal, this is best controlled by the police and the city licensing officers.

6.0 CONCLUSION/REASON FOR APPROVAL

- 6.1 The impacts of the siting and operation of the hot food vending van have been carefully considered. It is concluded that on balance and subject to compliance with conditions, the proposed use would not result in demonstrable harm to the character of the area or highway safety. For these reasons the proposal is considered to be in accordance with policies BE.21 and FRP.11 of the Gloucester City Council Second Deposit Local Plan 2002.

7.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

7.1 That planning permission is granted subject to the following conditions:

Condition 1

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2

The use hereby permitted shall be carried out in accordance with the submitted application form, supporting information, received by the local planning authority on 9th May 2014, as well as any other conditions attached to this permission.

Reason

To ensure that the use is carried out in accordance with the approved plans and in accordance with policies contained within Second Deposit City of Gloucester Local Plan (2002).

Condition 3

The use hereby permitted shall only open to the public between the following hours: 07.00 and 23.00 Monday to Sundays including Bank Holidays.

Reason

To safeguard the amenities of the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 4

A litter bin shall be provided at the site at all times that the van is stationed and open for business. The litter and bin shall be removed from the site every day.

Reason

To protect the amenities of the occupiers of neighbouring properties and in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 5

The hot food trailer hereby permitted shall be removed from the site following the end of each day of trading and shall not be left upon the highway over night.

Reason

To define the terms of this permission and to protect the visual amenities of the area in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Decision:

Notes:

.....

Person to contact: Bob Ristic (Tel: 01452 396822)

14/00491/FUL

Access Road Adj
Unit 14
Olympus Park
Quedgeley
Gloucester

Planning Committee 05.08.2014



From: David Jones
Sent: 06 January 2014 15:12
To: Joann Meneaud
Cc: Nathan McDonald; Paul Gooderson; Colin Huntley; Matt Haslam
Subject: 12/00448/REM - Kingsway Sports Pavilion, Revised brick proposal

Ref: 6527 Kingsway Sports Pavilion

Dear Bob Ristic,

I am emailing you with regards to the planning proposal "Change of use of highway to site hot food vending van".

The reference number for this proposal is 14/0049FUL

The road in question is used for parking by both Royal Mail and the Retail Park. It is also used as a Lorry Park at night.

However the main issue is that Artic Lorries gain access to the loading bays, therefore siting a Vending Van on this road would not be a great idea due to the fact the lorries need constant access and it could possible become a safety hazard.

Tracie Lee
DOM Support
Gloucester South Delivery Office

GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	5TH AUGUST 2014
ADDRESS/LOCATION	:	FORMER NATIONAL GRID SITE, BRISTOL ROAD
APPLICATION NO. & WARD	:	14/00631/FUL PODSMEAD
EXPIRY DATE	:	25TH AUGUST 2014
APPLICANT	:	NATIONAL GRID PROPERTY LIMITED
PROPOSAL	:	VARIATION OF CONDITION 5 OF PERMISSION REF. 11/01298/FUL (WHICH AMENDED PERMISSION REF. 10/01067/OUT FOR THE REDEVELOPMENT OF THE SITE) TO OMIT PART OF THE ACOUSTIC FENCE PROPOSAL ADJACENT TO THE GAS PRESSURE REDUCTION STATION
REPORT BY	:	ADAM SMITH
NO. OF APPENDICES/ OBJECTIONS	:	SITE PLAN

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 This is the National Grid site accessed from Bristol Road to the west and also with access from St Albans Road to the north. The majority of the site is open ground, now remediated and levelled off pursuant to the earlier planning permission for the site in 2011. There is a range of existing buildings across the site. The single storey Glevum House office complex is situated just behind the former gas holder location at the Bristol Road frontage and is still in use. Just south of the gasholder across the access road is a red brick two storey building. To the east side of the site close to the boundary with the Tuffley Rovers football pitch, is an operational gas pressure reduction station (GPRS) operated by Wales and West utilities. There are additional existing buildings around Glevum House.
- 1.2 Bristol Road runs along the west side of the site. Between the road and the canal beyond are a series of commercial uses, including a gym and petrol filling station opposite. To the north of the site are a further range of commercial uses, general and light industrial, around Byard Road and Empire Way/St Albans Road. To the east side the site borders residential properties on Betjeman Close to the north east. Further south along the eastern

boundary the applicant owns the Tuffley Rovers football pitch and open space. Beyond the football pitch are the Shakespeare Avenue residential properties. To the south the site is adjacent to Pearce Way and the garage and industrial units accessed from there.

- 1.3 The site was operated as a gasworks from the early 1860s until its decommissioning in the early 1970s. During this period a range of activities took place on the site, particularly noteworthy in terms of contaminated land considerations – such as the production of coal gas between 1860 and the 1940s and as an experimental station from the 1950s until closure when gas was produced predominantly from coal and gas oil, and the testing of innovative gas production techniques. In connection with these uses the site had a range of plant; gasholders, kilns, etc, and two lagoons, present at various times. Remediation of the site was undertaken pursuant to the earlier planning permission to a standard sufficient for the land to be used for open storage.
- 1.4 The precise boundary of the application sites excludes the gas holder site, Glevum House office building and car park at the Bristol Road frontage, and also excludes the operational gas pressure reduction station within the site. It includes the Tuffley Rovers pitch and open space.
- 1.5 The original planning permission includes a condition requiring the implementation of a noise fence down the eastern edge of the site for the purposes of protecting local residents from noise associated with the re-use of this site. The noise fence has partially been implemented at the northern half of the east boundary, down as far as the gas pressure reduction station.
- 1.6 The proposal is to omit part of this noise fence next to the pressure reduction station, and then continue it again to the south of it down to the southern boundary.
- 1.7 The application is presented to the Committee at the request of Councillor Dallimore, who is concerned that the absence of the noise fence could severely impact on local residents.

2.0 RELEVANT PLANNING HISTORY

94/05203/OUT

- 2.1 Outline planning permission granted for 'Employment uses – B1(c), B2 and B8 and motor related and roadside uses and alterations to site access and new estate road and demolition of gasworks villas' 1st March 1996.

10/01067/OUT

- 2.2 This was a hybrid (part full, part outline) application comprising a full application for environmental improvement works (including the demolition of existing buildings and re-grading of land) and an outline application (means of access not reserved) for development for open storage and/or the sale/display and storage of new/used motor vehicles (including vehicle hire), and associated works including the provision of an acoustic fence along the

eastern boundary of the site. It was granted subject to conditions on 3rd February 2011. The environmental improvement works have been implemented, but no new use has been commenced.

10/01131/FUL

- 2.3 This was a full application for just the environmental improvement works, including the demolition of existing buildings and part re-grading of land, that were part of the above hybrid application. It was also granted subject to conditions on 3rd February 2011 and has been implemented.

11/01298/FUL

- 2.4 This was an application to vary conditions 2, 17, 18, 21, 25, 27 and 35 of planning permission ref. 10/01067/OUT, to enable the retention of the Wales and West Utilities building (to the east of / behind Glevum House). It was granted subject to conditions on 16th February 2012.

13/01262/REM

- 2.5 This was an application for reserved matters approval for plots 3 and 4 (the south east plots) for storage of motor vehicles. It was granted on 5th March 2014.

14/00069/REM

- 2.6 This was an application for reserved matters approval for plot 5 (the middle plot behind Glevum House) for open storage use. It was granted on 16th April 2014.

3.0 PLANNING POLICIES

- 3.1 The following planning guidance and policies are relevant to the consideration of this application:

Central Government Guidance - National Planning Policy Framework

- 3.2 The NPPF is a material consideration in determining this application.

Decision-making

The NPPF does not alter the requirement for applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The NPPF is underpinned by a presumption in favour of sustainable development. It advises that authorities should approve development proposals that accord with statutory plans without delay, and also grant permission where the plan is absent, silent, indeterminate or out of date. This should be the case unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits, when assessed against the policies of the framework as a whole, or specific policies in the NPPF indicate development should be restricted.

Authorities should seek to approve applications where possible, looking for solutions rather than problems.

The NPPF includes advice on noise matters in the natural environment section:

Conserving and enhancing the natural environment

Developments should be prevented from contributing to or being put at unacceptable risk from soil, air, water or noise pollution, and remediate and mitigate land where appropriate.

Central Government - National Planning Practice Guidance

This practice guidance has recently been published and cancels a wide range of previous Circulars and guidance documents. It also includes advice on noise:

Noise

This notes that noise needs to be considered when new development may create additional noise and where new developments would be sensitive to the prevailing acoustic environment. It provides guidance on how to assess it and identify an impact and various potential mitigation measures.

The Development Plan

3.3 Section 38 of the Planning and Compulsory Purchase Act 2004 has established that - "The development plan is

(a) The regional spatial strategy for the region in which the area is situated, and

(b) The development plan documents (taken as a whole) which have been adopted or approved in relation to that area.

If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy that is contained in the last document to be adopted, approved or published (as the case may be). If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Local Plan

3.4 The statutory development plan for Gloucester remains the City of Gloucester Local Plan (Adopted 1983 and partially saved until the Local Development Framework is adopted).

Subsequent to the 1983 plan there has also been the City of Gloucester (Pre-1991 Boundary Extension) Interim Adoption Copy October 1996), and City of Gloucester First Stage Deposit Local Plan (June 2001).

Regard must also be had to the 2002 Revised Deposit Draft Local Plan. This has been subjected to two comprehensive periods of public and stakeholder consultation and adopted by the Council for development control purposes. This cannot be saved as it is not a formally adopted plan, however with it being adopted for development control purposes it is still judged to be a material consideration.

Appeal reference APP/U1620/A/07/2046996 dated 18th March 2008 confirms the degree of weight that may be afforded to the 2002 Revised Deposit Draft Local Plan. It is considered that particular weight may be afforded to those policies that attracted a limited number of, or no objections during the consultation stages. In his decision the Inspector stated the following; “Although the local plan is not part of the development plan it has been adopted for development control purposes and I give considerable weight to it having regard to the amount of public consultation that it underwent....”

Appeal decision APP/U1620/A/13/2197991 dated 17th October 2013 states: “Because LP Policies H.13 and BE.21 have been adopted by the Council for development control purposes and are broadly consistent with the Framework, I attach considerable weight to them”.

The aims of the following additional policies from the City of Gloucester Second Deposit Local Plan (2002) are relevant in considering this application:

FRP.10 – Noise
FRP.11 - Pollution
BE.21 – Safeguarding of amenity

In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils and published its Pre-Submission Document which will be submitted to the Planning Inspectorate in the autumn of 2014. Policies in the Pre-Submission Joint Core Strategy have been prepared in the context of the NPPF and are a material consideration. The weight to be attached to them is limited by the fact that the Plan has not yet been the subject of independent scrutiny and does not have development plan status.

Joint Core Strategy Pre-Submission Document June 2014

- 3.5 Part 2 of Policy SD15 ‘Health and environmental quality’ includes the requirement that new development must:
- Cause no unacceptable harm to local amenity including the amenity of neighbouring occupants;
 - Result in no unacceptable levels of air, noise, water, light or soil pollution or odour, either alone or cumulatively, with respect to relevant national and EU limit values;
 - Result in no exposure to unacceptable risk from existing or potential sources of pollution. For example, by avoiding placing sensitive uses in locations where national or EU limit values are exceeded, or by incorporating acceptable mitigation measures into development.
- 3.6 All policies can be viewed at the relevant website address:- Gloucester Local Plan policies – www.gloucester.gov.uk/planning; Gloucestershire Structure Plan policies – www.gloucestershire.gov.uk/index.cfm?articleid=2112 and Department of Community and Local Government planning policies - www.communities.gov.uk/planningandbuilding/planning/.

4.0 CONSULTATIONS

- 4.1 The Environmental Protection Officer raises no objection subject to additional conditions to control the hours of use and require noise management plans for certain plots on the site.
- 4.2 The Environment Agency raises no objection.
- 4.3 No comments have been received from the Neighbourhood or Community Partnerships.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 75 neighbouring properties were notified. Press and site notices were also published. The consultation periods have all now expired. No representations have been received.
- 5.2 The full content of all correspondence on this application can be inspected at Herbert Warehouse, The Docks, Gloucester, prior to the Committee meeting.

6.0 OFFICER OPINION

- 6.1 It is considered that the main issue with regards to this application is noise and disturbance and the potential impact on the amenities of nearby residents.
- 6.2 The applicant has informed the Local Planning Authority that in recent discussions with Wales and West Utilities it has become apparent that it would be impractical to erect the noise fence along the boundary of the gas pressure reduction station, as it would interfere with the need to maintain and unobstructed emergency maintenance access to the live below ground pipeline network and represent a safety hazard.
- 6.3 While clearly one would not wish to cause a safety hazard nor impede maintenance of an important piece of equipment, the omission of part of the noise fence at the east edge of the site clearly raises the question of whether it will still serve its purpose of protecting local residents from disturbance from activities on the site associated with its re-use.
- 6.4 The current permission allows for open storage and/or the sale/display and storage of new and used vehicles. While not likely to be highly noisy, there is nevertheless the potential for some noise from vehicle movements, moving and stacking materials, etc, coupled with which there is no clarity about operating hours where detailed consents have not yet been given.
- 6.5 The need for the noise fence resulted from the original noise assessment that examined the likely impact arising from a worst-case future use of Plot 7 (the plot closest to residential properties) as a 24 hour commercial vehicle storage depot.

- 6.6 A further noise report has been produced to support this proposed amendment. Plot 6 is immediately adjacent to the gas pressure reduction station and parallel with the gap in the noise fence that is proposed. There is no end-user specified for plot 6, so the assessment has again considered a worst-case scenario and assumed the same 24 hour commercial vehicle storage depot. The conclusion is that it could only be used for such a purpose if it were restricted to daytime use only. This is accepted by the applicant, who offers a limit of 0700 to 1900hrs for this plot.
- 6.7 Having discussed the application with the Environmental Protection Officer, the 0700 to 1900 operating hours are considered acceptable, subject to a Noise Mitigation Plan also being provided for the use on this plot. However plots 3, 4 and 5 are adjacent to plot 6 and also have direct line of sight through the gap in the noise fence to residential properties. Given this arrangement, it is advised that these additional plots should also be subject to the hours of work and Noise Mitigation Plan conditions.
- 6.8 Plots 3 and 4 already benefit from a reserved matters approval for car storage, pursuant to the existing outline planning permission. That of course was associated with the requirement of the original permission to install the entire noise fence. If this amendment were granted and implemented with a gap in the noise fence, any subsequent uses of the neighbouring plots would have to accord with the amended terms of the new outline permission. The agent has confirmed that the tenant would operate within the proposed restricted hours.
- 6.9 On the basis of imposing those conditions, the Environmental Protection Officer is satisfied that the amendment would not lead to a significant harmful impact on the amenity of local residents.
- 6.10 I have also reflected on the potential re-issuing of this permission with amendments and the planning considerations given to the wider proposal for the re-use of the site, in light of current policy and environmental conditions. It is not considered that a different decision ought to be made. In issuing a revised permission for the site it is not considered that any of the other conditions need to change other than to update the policy references and cross references to the now out of date layout plan, where necessary.
- 6.11 Therefore the proposed changes are the amendment to Condition 21 to refer to the new plans, the amendment to Condition 28 to insert the specific hours of use requirement for plots 3, 4, 5 and 6, and additional Condition 38 below.

Human Rights

- 6.12 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 affected properties. In particular, regard has been had to Article 8 of the ECHR (Right to respect for private and family life, home and correspondence) and the requirement to ensure that any interference with the right in this Article is both in accordance with the law and proportionate. A balance needs to be drawn between the right to develop land in accordance

with planning permission and the rights under Article 8 of adjacent occupiers. On assessing the issues raised by the application no particular matters, other than those referred to in this report, warrant any different action to that recommended.

7.0 CONCLUSION

7.1 The main issue is considered to be the effect on the amenity of local residents, and subject to additional conditions to further control the uses on the plots closest to the resultant gap in the noise fence, it is not considered that any significant harm would be caused. The remainder of the scheme would not be altered.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

8.1 That planning permission is granted subject to the following conditions.

Conditions in respect of the full element:

Condition 1

The environmental improvement works hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition 2

The environmental improvement works hereby permitted shall be carried out in accordance with the following approved plans, except where otherwise required by conditions of this permission:

B3358 PL 1101 Rev. F (received by the Local Planning Authority (LPA) on 17th November 2011),

B3358 PL 1102 Rev. E and B3358 PL 1105 Rev. E (received by the LPA on 25th January 2011), and

part section ref. D1338/Cross sections (received by the LPA on 12th January 2011).

Reason

To ensure that the development is carried out in accordance with the approved plans.

Condition 3

The environmental improvement works hereby permitted shall not be commenced until details of the precise location of the proposed 3 metre high fence and 1 metre high dust netting for the protection of residents during the remediation works have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in their

entirety prior to the commencement of works and shall be maintained for the duration of the remediation works.

Reason

In the interests of protecting the residential amenities of neighbouring residents, in accordance with Policies BE.21, FRP.10 and FRP.11 of the 2002 Second Deposit City of Gloucester Local Plan, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 4

The environmental improvement works hereby permitted shall not be commenced until a Traffic Management Plan for the remediation works has been submitted to and approved in writing by the Local Planning Authority that demonstrates measures to minimise disturbance to neighbours. The approved scheme shall be implemented for the commencement of the development and shall be complied with for the duration of the remediation works unless any revision is agreed in writing by the Local Planning Authority in which case that revised approved scheme shall subsequently be complied with for the duration of the remediation works.

Reason

To safeguard the amenity of the area in accordance with Policies BE.21, FRP.10 and FRP.11 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 5

The environmental improvement works hereby permitted shall not be commenced until a dust management strategy has been submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented for the commencement of the development and shall be retained for the duration of the remediation works unless any revision is agreed in writing by the Local Planning Authority in which case that revised approved strategy shall subsequently be complied with for the duration of the remediation works.

Reason

To safeguard the amenity of the area in accordance with Policies BE.21 and FRP.11 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 6

The environmental improvement works hereby permitted shall not be commenced until details of secure boundary fencing for the entire site perimeter have been submitted to and approved in writing by the Local Planning Authority. Any new/additional boundary treatments necessary to fully

secure the site shall be erected prior to the commencement of works and the boundary treatments shall be retained in full for the duration of the works.

Reason

In the interests of public safety in accordance with the aims of Policies FRP.11, FRP.15 and BE.5 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 7

Details of any external lighting proposed to illuminate the remediation works shall be submitted to and approved in writing by the Local Planning Authority before the use of any such lighting commences. Development shall be carried out in accordance with the approved details and there shall be no other external illumination of the development.

Reason

To safeguard local amenities in accordance with policies FRP.9 and SR.3 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 8

The environmental improvement works hereby permitted shall not be commenced or machinery or material brought onto the site for the purpose of those works until full details regarding adequate measures to protect any retained trees and hedgerows have been submitted to and approved in writing by the Local Planning Authority. This shall include:

- (a) Fencing. Protective fencing must be installed around trees and hedgerows to be retained on site. The protective fencing design must be to specifications provided in BS5837:2005 or subsequent revisions, unless agreed in writing with the local planning authority. A scale plan must be submitted and approved in writing by the Local Planning Authority accurately indicating the position of protective fencing. No development shall be commenced on site or machinery or material brought onto site until the approved protective fencing has been installed in the approved positions and this has been inspected on site and approved in writing by the local planning authority. Such fencing shall be maintained during the course of development,
- (b) Tree Protection Zone (TPZ). The area around trees and hedgerows enclosed on site by protective fencing shall be deemed the TPZ. Excavations of any kind, alterations in soil levels, storage of any materials, soil, equipment, fuel, machinery or plant, citing of site compounds, latrines, vehicle parking and delivery areas, fires and any other activities liable to be harmful to trees and hedgerows are prohibited within the TPZ, unless agreed in writing with the Local Planning Authority. The TPZ shall be maintained during the course of development

Reason

To ensure adequate protection to existing trees which are to be retained, in the interests of the character and amenities of the area in accordance with policies B.10 and BE.4 of the Second Deposit City of Gloucester Local Plan (2002) and the National Planning Policy Framework and Planning Practice Guidance.

Condition 9

Notwithstanding any restrictions agreed pursuant to the Remediation Method Statement for Highways Matters, during the environmental works no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 0730 hours to 1800 hours, Saturday 0800 hours to 1300 hours nor at any time on Sundays, Bank or Public Holidays.

Reason

To protect the amenity of local residents in accordance with Policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 10

The environmental improvement works hereby permitted shall not be commenced until a Remediation Method Statement for Highways Matters has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the remediation and 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; and
- vii. measures to control the emission of dust and dirt during construction.

Reason

To reduce the potential impact on the public highway in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), and the National Planning Policy Framework and Planning Practice Guidance.

Condition 11

The environmental improvement works hereby permitted shall not be commenced until full details of temporary vehicle signing on the surrounding public highway have been submitted to and agreed in writing by the Local Planning Authority, and the signing scheme shall then be provided in accordance with those agreed details before any works commence on site and shall be maintained thereafter for the duration of any site remediation and construction.

Reason

In the interests of highway safety in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), and the National Planning Policy Framework and Planning Practice Guidance.

Condition 12

No development or demolition shall take place within the proposed development site until the applicant, or their agents or successors in title, has secured the implementation of a programme of historic environment work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The programme will provide for archaeological recording of significant elements of the historic built environment that are likely to face an impact from the proposed demolition, with the provision for appropriate archiving and public dissemination of the findings.

Reason

The proposed development site includes significant elements of the historic built environment. The Council requires that these elements will be recorded in advance of any demolition and their record be made publicly available. This accords with policy BNE.9 of the Interim Adoption SPD of Gloucester City Council's 'Development Affecting Sites of Historic Environment (Archaeological) Interest' (2008), and the National Planning Policy Framework and Planning Practice Guidance.

Conditions in respect of the outline element:

Condition 13

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason

Required to be imposed by Section 92 of the Town and Country Planning Act 1990.

Condition 14

The development for open storage and/or the sale/display and storage of new/used motor vehicles uses hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last reserved matters to be approved, whichever is the later.

Reason

Required to be imposed by Section 92 of the Town and Country Planning Act 1990.

Condition 15

Approval of the details of the appearance, layout, scale and landscaping of the development for open storage and/or the sale/display and storage of new/used motor vehicles (hereinafter called "the reserved matters") shall be

obtained from the Local Planning Authority in writing before any development for those uses takes place.

Reason

To enable the Local Planning Authority to exercise proper control over these aspects of the development and to ensure that the development accords with local and national planning policy guidance.

Condition 16

Plans and particulars of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason

Required to be imposed by Section 92 of the Town and Country Planning Act 1990.

Condition 17

Unless otherwise agreed in writing by the Local Planning Authority all applications for reserved matters approval shall accord with the submitted layout plan Plan B3358 PL 1101 Rev. G received by the Local Planning Authority on 23rd May 2014 except where specific conditions listed in this permission require otherwise.

Reason

To ensure the development is undertaken in accordance with the approved plans.

Condition 18

Notwithstanding the extent of the red line application site, this permission only allows for open storage and/or the sale/display and storage of new/used motor vehicles for the parts of the site labelled Plots 1 to 7 inclusive (defined on Plan B3358 PL 1101 Rev. G received by the Local Planning Authority on 23rd May 2014), and not for the football pitch and associated open space to the south east part of the site. Only landscaping works are to be undertaken around the football pitch and associated open space.

Reason

In the interests of clarity and the proper planning of the area, in accordance with Policy SR.2 of the 2002 City of Gloucester Second Deposit Local Plan.

Condition 19

The heights indicated on plans ref. B3358 PL 1105 Rev. E and B3358 PL 1102 Rev. E received by the Local Planning Authority on 25th January 2011 are hereby deemed as maximum parameters except where specifically restricted by other conditions of this permission. These shall not be exceeded and this permission shall not be deemed to guarantee that those maximum parameters are achievable at the reserved matters stage.

Reason

In the interests of protecting visual amenities and the appearance of the local area in accordance with Policies BE.1, BE.2 BE.7 and BE.9 of the 2002 City of Gloucester Second Deposit Local Plan, the National Planning Policy Framework and Planning Practice Guidance.

Condition 20

Notwithstanding that indicated on the submitted plans ref. B3358 PL 1105 Rev. E and B3358 PL 1102 Rev. E received by the Local Planning Authority on 25th January 2011, there shall be no structures or storage over 4.5 metres in height above ground level within a distance of 40 metres from the boundary of the application site with the Betjeman Close properties.

Reason

In the interests of protecting the residential amenities of neighbouring residents both from a visual and noise perspective, in accordance with Policies BE.21, FRP.10 and FRP.11 of the 2002 Second Deposit City of Gloucester Local Plan, the National Planning Policy Framework and Planning Practice Guidance.

Condition 21

No development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be commenced on the site until the acoustic fence as defined on plans B3358 PL 1101 Rev. G and B3358 PL 1105 Rev. A received by the Local Planning Authority on 23rd May 2014 (or as defined on any amended plan subsequently approved in writing by the Local Planning Authority) has been implemented in its entirety. The acoustic fence shall be maintained as such for the duration of the approved uses taking place on site.

Reason

In the interests of protecting the residential amenities of neighbouring residents, in accordance with Policies BE.21, FRP.10 and FRP.11 of the 2002 Second Deposit City of Gloucester Local Plan, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 22

Unless otherwise agreed by the Local Planning Authority, no development other than that required to be carried out as part of an approved scheme of remediation shall commence until parts 1 to 3 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing, until part 3 has been complied with in relation to that contamination.

1. Submission of Remediation Strategy

A detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared,

and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, details of all pollution controls during the period of the remediation works and site management procedures. The scheme must accord with the provisions of the EPA 1990 in relation to the intended use of the land after remediation.

2. Implementation of Approved Remediation Scheme

The approved remediation strategy must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (elsewhere known as a validation report) that documents and demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

3. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. Appropriate investigation and risk assessment must be undertaken, and where remediation is agreed to be necessary a remediation scheme must be prepared in accordance with the requirements of part 1 of the condition, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part 2 of the condition.

4. Long Term Monitoring and Maintenance

A monitoring and maintenance strategy to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed in writing by the applicant and Local Planning Authority (likely to be the operational lifetime of the proposed development), and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that strategy and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and associated and subsequent similar guidance.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other

offsite receptors in accordance with policy FRP.15 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 23

No structures associated with the open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be intrusive (i.e. with foundations) to the ground unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and in the absence of any archaeological investigations in accordance with policies FRP.15 and BE.32 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 24

No development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be commenced on any part of the site until details of all facing materials for buildings and structures, hard surfacing, and screen walls, fences and other means of enclosure for that part of the site have been submitted to and approved in writing by the Local Planning Authority. Development of that part of the site shall be carried out in accordance with the approved details and any means of enclosure completed prior to the commencement of the use.

Reason

In the interests of the visual amenities of the area and to protect the amenity of neighbouring occupiers in accordance with Policies BE.2, BE.5, BE.7, BE.9 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 25

No development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be commenced on the site until a landscape scheme for the site including replacement tree planting and a landscaped buffer area between the acoustic fence and boundary with Betjeman Close properties at the north east of the site (as defined on plan ref. B3358 PL 1101 Rev. G received by the Local Planning Authority on 23rd May 2014)) has been submitted to and approved in writing by the Local Planning Authority. The submitted design shall include scaled drawings and a written specification clearly describing the species, sizes, densities and planting numbers. Drawings must include accurate details of all existing trees and hedgerows with their location, species, size, condition, any proposed tree

surgery and an indication of which are to be retained and which are to be removed and suitable tree protection measures for those retained trees for during the implementation phase.

Reason

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment and in particular the amenities of neighbouring residents to the east of the site, in accordance with policies BE.12 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 26

The landscaping scheme approved under condition 25 above shall be carried out concurrently with the development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted and shall be completed no later than the first planting season following the completion of the first plot of the development. The planting shall be maintained for a period of 5 years. During this time any trees, shrubs or other plants which are removed, die, or are seriously damaged shall be replaced during the next planting season with others of similar size and species unless the local planning authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5 year maintenance period.

Reason

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment and in particular the amenities of neighbouring residents to the east of the site in accordance with policies BE.4, BE.12 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 27

Any reserved matters proposals for Plot 7 (as defined on plan ref. B3358 PL 1101 Rev. G received by the Local Planning Authority on 23rd May 2014), or in the event of a revised plot or layout plan being approved any reserved matters proposals for land within 100 metres of the eastern boundary of the site (that to Betjeman Close and Shakespeare Avenue properties) shall include details of any external lighting proposed.

Reason

In the interests of the proper planning of the area and in the interests of protecting the residential amenities of neighbouring residents in accordance with Policies BE.21 and FRP.11 of the 2002 Second Deposit City of Gloucester Local Plan, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 28

All reserved matters proposals shall include details of hours of operation of the proposed use/s, and Plots 3, 4, 5 and 6 (as defined on plan ref. B3358 PL

1101 Rev. G received by the Local Planning Authority on 23rd May 2014 or any amended site layout that utilises the same land) shall only be used between 0700 and 1900 hours on any day

Reason

To enable consideration of the impact on the amenities of neighbouring residents. Specifically, the subsequent proposal to omit part of the noise fence downgrades the original mitigation measures such that the use of the specified parts of the site would only preserve the amenities of neighbouring residents if operated only during daytime hours. This accords with Policies FRP.10, FRP.11 and BE.21 of the City of Gloucester Second Deposit Local Plan 2002, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 29

No development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be commenced on the site until drainage plans for the disposal of surface water and any foul sewage for that part of the site have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before that part of the development is first brought into use.

Reason

To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution, in accordance with Policies FRP.1a, FRP.6, FRP.11 and FRP.15 of the City of Gloucester Second Deposit Local Plan 2002, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 30

During the construction or implementation phase for the development for open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted, no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 0800 hours to 1800 hours, Saturday 0800 hours to 1300 hours nor at any time on Sundays, Bank or Public Holidays.

Reason

To protect the amenity of local residents in accordance with Policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 31

No plot served from St Albans Road shall be occupied until full engineering details of site accessing arrangements from St Albans Road have been submitted to and agreed in writing by the Local Planning Authority with all such accessing works completed in accordance with those details before any

plot served from St Albans Road becomes first occupied and maintained similarly thereafter.

Reason

In the interests of highway safety in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 32

The open storage and/or the sale/display and storage of new/used motor vehicles uses hereby permitted shall be served by an estate road (or roads) laid out and constructed in accordance with details, including means of surface water disposal, to be submitted to and approved by the Local Planning Authority.

Reason

To ensure that road works are completed to a satisfactory and safe standard suitable for adoption as a public highway in the interests of highway safety in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 33

No plot shall be occupied for the open storage and/or the sale/display and storage of new/used motor vehicles uses hereby permitted until the access road between that plot and the existing county highway, including footways and turning heads (where applicable), has been laid out in accordance with the submitted plans and constructed to at least basecourse level.

Reason

To ensure that the access road is completed to a suitable standard, in the interests of highway and public safety in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 34

No works to implement the open storage and/or the sale/display and storage of new/used motor vehicles uses hereby permitted shall be commenced on the site until facilities for vehicle wheel cleaning have been provided in accordance details to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaning facilities shall be maintained as such thereafter for the duration of the implementation/construction phase.

Reason

To ensure that mud and earth deposits are not brought onto the public highway in the interests of highway safety in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002), the National Planning Policy Framework and Planning Practice Guidance.

Condition 35

Plots 1 and 2 as shown on approved plan no. B3358 PL 1101 Rev. G (received by the Local Planning Authority on 23rd May 2014) (or in the event of a revised layout/plot plan being approved, plots occupying that same extent of land) shall be used for the sale/display and storage of new/used motor vehicles only and Plots 3, 4, 5, 6 and 7 as shown on approved plan no. B3358 PL 1101 Rev. G (or in the event of a revised layout/plot plan being approved, plots occupying that same extent of land) shall be used for open storage only unless otherwise agreed in writing by the Local Planning Authority.

Reason

Impact on the surrounding highway network was undertaken assuming trip rates for the above uses only and greater generators of traffic may have an unacceptable impact on the highway network, to the detriment of highway safety. This accords with the aims of Policy TR.31 of the 2002 City of Gloucester Second Deposit Local Plan, the National Planning Policy Framework and Planning Practice Guidance.

Condition 36

No structures associated with the open storage and/or the sale/display and storage of new/used motor vehicles hereby permitted shall be sited within 5 metres of any culvert running across the site.

Reason

To maintain access to the watercourse for maintenance or improvements, in accordance with Policy FRP.5 of the Second Deposit City of Gloucester Local Plan 2002, the National Planning Policy Framework and Planning Practice Guidance.

Condition 37

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the retained building as coloured grey and sited within Plot 5 on plan ref. B3358 PL 1101 Rev. G (received by the Local Planning Authority on 23rd May 2014) shall not be extended.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy FRP.15 of the Second Deposit City of Gloucester Local Plan 2002, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Condition 38

No use shall commence within plots 3, 4, 5 or 6 (as defined on plan ref. B3358 PL 1101 Rev. G received by the Local Planning Authority on 23rd May 2014 or any amended site layout that utilises the same land) until a Noise Mitigation Plan for that plot has been submitted to and approved in writing by the Local

Planning Authority. The use shall accord at all times to the approved Noise Mitigation Plan.

Reason

The proposal to omit part of the noise fence downgrades the mitigation measures such that the use of these parts of the site would only preserve the amenities of neighbouring residents if they operated only during daytime hours. This accords with Policies FRP.10, FRP.11 and BE.21 of the City of Gloucester Second Deposit Local Plan 2002, Policy SD15 of the Joint Core Strategy Pre-Submission Document June 2014, and the National Planning Policy Framework and Planning Practice Guidance.

Reasons for Approval

The application has been carefully considered in terms of the proposal to alter the arrangement of the noise fence uses and the amenity implications of this, and the wider proposals in light of current policy and environmental conditions. It is considered that, subject to amended and additional conditions, the application is acceptable and accords with Policies of the 2002 City of Gloucester Second Deposit Local Plan particularly FRP.10, FRP.11 and BE.21, the Joint Core Strategy Pre-Submission Document June 2014 particularly Policy SD15, and the National Planning Policy Framework and Planning Practice Guidance.

In accordance with the requirements of the National Planning Policy Framework the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the Council's website relevant information received during the consideration of the application thus enabling the applicant to be kept informed as to how the case was proceeding.

Note 1

Part sectional drawing ref. D1338/Cross Sections seeks to provide confirmation that no ground levels changes are proposed at the boundary of the site with the Betjeman Close properties to the east of the site. Sample sections to nos. 16 and 23 Betjeman Close are indicated. For the avoidance of doubt, this permission does not allow any change of levels at the boundary of any of the Betjeman Close properties bordering the application site.

Note 2

The Local Planning Authority will seek to provide enhancements to the Bristol Road frontage, and reserved matters submissions should seek to address this important and well used route into the City with a sensitive and attractive design approach, through landscaping, boundary treatments or structures.

Note 3

Attention is drawn to the presence of utilities apparatus around the site, notably a high pressure gas pipeline along the southern part of the site.

Note 4

Applicants are advised to consider measures to discourage seagulls from nesting and roosting on buildings or structures in the site, which might comprise part of the reserved matters submissions. The Council has produced an advice booklet Gulls – How to stop them nesting on your roof for assistance.

Note 5

The replacement of the existing culvert or reinstatement of the watercourse will require the formal agreement of the Environment Agency.

Decision:

Notes:

.....

.....

Person to contact: Adam Smith
(Tel: 396702)

14/00631/FUL

Land At Former Gas Works
Bristol Road
Gloucester

Planning Committee



© Crown copyright and database rights 2011 Ordnance Survey 10019169
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

This page is intentionally left blank



CITY OF GLOUCESTER

PLANNING COMMITTEE

ON

Tuesday, 5th August 2014

DELEGATED DECISIONS

1st – 31st May 2014

**Development Services Group Manager,
Herbert Warehouse, The Docks, Gloucester**

Abbey

14/00250/FUL

G3Y

FEH

02/05/2014

First floor extension above the existing garage to increase the size of two existing bedrooms. Single storey rear extension to create a Sun Room and Study.

11 Bluebell Close Gloucester GL4 4GP

14/00271/FUL

G3Y

EMMABL

02/05/2014

Erection of single storey rear extension
18 Shergar Close Gloucester GL4 4FD

14/00291/FUL

G3Y

EMMABL

16/05/2014

Erection of first floor side extension, balcony at first floor level on front elevation, and conversion of existing integral garage into ancillary living accommodation

6 Broadwell Close Gloucester GL4 4XX

Barnwood

14/00238/ADV

GFY

EMMABL

19/05/2014

Erection of 1 no. fascia sign on northern elevation and 1 no. fascia sign on western elevation, both with internally illuminated lettering only

Wotton Hall Club 138 Barnwood Road Gloucester GL4 3JS

14/00333/FUL

G3Y

GAJO

14/05/2014

Single storey extension to rear of property providing a family room
2 Wellingtonia Gardens Gloucester GL4 3BP

14/00366/LAW

LAW

EMMABL

19/05/2014

Erection of single storey rear extension
12 Trygrove Gloucester GL4 4RP

14/00111/FUL

REF

EMMABL

07/05/2014

Change of use to enable existing child minder to increase the number of children they accommodate, to a maximum of sixteen children

30 Quail Close Gloucester GL4 3EY

14/00177/COU

G3Y

BOBR

07/05/2014

Proposed change of use from D1 (Adult training centre) to B1-B2 office/light industrial, including additional car parking, new covered walkway connection to Darchem Engineering unit

Gloucester Adult Opportunity Centre Eastbrook Road Gloucester GL4 3DB

Barton & Tredworth

13/01298/FUL

G3Y

EMMABL

20/05/2014

Erection of single storey rear extension (retrospective application)

57 Brook Street Gloucester GL1 4XD

14/00227/FUL

REFREA

FEH

02/05/2014

Erection of detached, two storey, two bedroom building to the rear of 84-88 Falkner Street.

84 Falkner Street Gloucester GL1 4SJ

14/00259/FUL

G3Y

EMMABL

09/05/2014

Erection of single storey rear extensions, and installation of 1 no. window at first floor level in south-western side elevation of existing building (revised proposal)

55 Magdala Road Gloucester GL1 4AX

Elmbridge

14/00299/FUL

G3Y

JOLM

22/05/2014

Replacement of existing cricket nets including 3m high security fence enclosure Sir Thomas Rich's School Oakleaze Gloucester GL2 0LF

14/00354/FUL

G3Y

BOBR

19/05/2014

Detached three bay garage to front and outdoor swimming pool to rear.

14 Barnwood Road Gloucester GL2 0RX

14/00361/FUL

G3Y

GAJO

14/05/2014

Proposed two storey extension to existing dwelling.

1 Grafton Road Gloucester GL2 0QP

14/00372/FUL		
G3Y	CARLH	14/05/2014
Two storey side extension		
152 Lavington Drive Gloucester GL2 0HT		
14/00404/NMA		
NOS96	ADAMS	20/05/2014
Erection of additional blank dormer window		
17 Barnwood Road Gloucester GL2 0RZ		
14/00241/FUL		
G3Y	FEH	29/05/2014
Demolish existing garage, single storey side and rear extension		
86 Elmbridge Road Gloucester GL2 0PD		
14/00374/FUL		
G3Y	CARLH	19/05/2014
Creation of a second floor through the enlargement of the roof (revised scheme)		
12 Kenilworth Avenue Gloucester GL2 0QN		

Grange

14/00427/PDE		
ENOBJ	CARLH	14/05/2014
Single storey rear extension measuring 4000mm in depth; 2700mm in height to the eaves and; 2800mm in height to the ridge.		
15 Silver Close Gloucester GL4 0RJ		

Hucclecote

14/00598/DCC		
NOB	CARLH	30/05/2014
Proposed classroom extension. Proposed refurbishment of Main Reception area to increase security.		
Abbeymead Primary School Mead Road Gloucester GL4 5YS		
14/00460/NMA		
NOS96	GAJO	15/05/2014
Non-material amendment for new back door on side elevation of new extension and window on existing ground floor side elevation of house.		
16 Chosen Way Gloucester GL3 3BJ		

14/00434/FUL
G3Y CARLH 21/05/2014
Conversion of loft to habitable living space, to include the addition of 2no dormer windows and 2no velux windows within the front elevation, and 2no dormer windows and 1no velux window within the rear elevation
2 James Grieve Road Gloucester GL4 5GZ

14/00126/FUL
G3Y BOBR 14/05/2014
Two storey side extension and single storey rear.
116 Hucclecote Road Gloucester GL3 3SB

14/00430/PDE
ENOBJ CARLH 14/05/2014
Single storey rear conservatory, measuring 4300mm in depth; 2100mm in height to the eaves and; 3200mm in height to the ridge
3 Coppice Mews Green Lane Gloucester GL3 3RD

Kingsholm & Wotton

14/00397/FUL
G3Y CARLH 20/05/2014
Two storey and single storey rear extensions
Standish Sandhurst Lane Gloucester GL2 9AB

14/00163/FUL
G3Y EMMABL 16/05/2014
Installation of two new windows at ground floor level and 6 rooflights on front (southern) elevation, installation of 6 rooflights on rear (northern) elevation, and installation of 1 no. obscurely glazed window to ground floor level of eastern side elevation
53 - 57 London Road Gloucester GL1 3HF

14/00379/PDE
EOBJ CARLH 02/05/2014
Erection of single storey rear conservatory (4000mm in depth, 2100mm in height to the ridge, 3200mm in height to the eaves)
8 Coltman Close Gloucester GL1 3QJ

13/00966/FUL
G3Y BOBR 07/05/2014
Single and 2 storey extension with associated landscaping to provide for 21 additional nursery spaces. (Amended description).
8 Heathville Road Gloucester GL1 3DS

Longlevens

14/00421/FUL G3Y Single storey rear extension 123 Oxstalls Lane Gloucester GL2 9HS	CARLH	20/05/2014
14/00266/FUL G3Y First floor side and rear extensions to include two bedrooms and a bathroom and pitched roof over existing flat roof to side 98 Oxstalls Drive Gloucester GL2 9DE	FEH	09/05/2014
14/00321/FUL REF Proposed Roof Extension to rear of property to create a spare Bedroom. 1 Milford Close Gloucester GL2 9HH	CARLH	15/05/2014
14/00367/FUL G3Y Erection of front porch and a lean-to roof over the proposed porch and existing garage on front elevation, and conversion of part of existing integral garage into home study room 84 Longford Lane Gloucester GL2 9HA	EMMABL	27/05/2014
14/00313/FUL G3Y First floor side extension over existing garage 21 Grisedale Close Gloucester GL2 0EG	CARLH	14/05/2014
14/00352/FUL G3Y Erection of two storey side extension, with a single storey attached to its rear elevation; and erection of a 1.8m high boundary wall. 1 Dane Close Gloucester GL2 0UA	CARLH	14/05/2014
14/00277/FUL G3Y Single storey kitchen extension and patio doors to rear. 6 Brooklands Park Gloucester GL2 0DP	BOBR	07/05/2014

14/00319/PDE
ENOBJ GAJO 13/05/2014
Single storey rear extension
16 Estcourt Close Gloucester GL1 3LT

Matson & Robinswood

14/00486/EIA
SCR GAJO 13/05/2014
EIA screening opinion request
Winnycroft Farm Corncroft Lane Gloucester GL4 6BX

14/00417/FUL
G3Y CARLH 21/05/2014
Single storey rear extension
14 Well Cross Road Gloucester GL4 6SN

14/00385/FUL
G3Y CARLH 19/05/2014
Provision of ramp to front entrance for the welfare of the disabled occupant
112 Reservoir Road Gloucester GL4 6RY

13/00920/FUL
REFREA BOBR 07/05/2014
Change of use of land to sports pitches and construction of associated changing facilities.
Land Adj Gospel Hall Matson Lane Gloucester

Moreland

14/00391/FUL
G3Y CARLH 20/05/2014
Installation of External Wall Insulation to side and rear elevations of property
109 Seymour Road Gloucester GL1 5PT

Podsmead

14/00344/FUL
GP BOBR 14/05/2014
Extension of flue
K F C Goodridge Avenue Gloucester GL2 5EA

Quedgeley Fieldcourt

14/00394/LAW

REFREA

CARLH

14/05/2014

Single storey conservatory to the rear

15 Uxbridge Lane Kingsway Quedgeley Gloucester GL2 2EY

14/00337/NMA

NOS96

JOLM

22/05/2014

Non material amendment proposing change to the surfacing materials to the rear of the retail units approved under application 13/00479/REM

Kingsway Local Centre Thatcham Avenue Kingsway Quedgeley Gloucester

14/00296/FUL

G3Y

BOBR

16/05/2014

Change of use from existing dwelling Class C3 to offices Class A2 and/or B1(a).

8 School Lane Quedgeley Gloucester GL2 4PN

14/00295/FUL

G3Y

BOBR

08/05/2014

Change of Use from existing dwelling (Class C3) to Creche, Day Nursery etc (Class D1)

8 School Lane Quedgeley Gloucester GL2 4PN

14/00175/ADV

GFY

CJR

12/05/2014

Display of non-illuminated fascia signs in association with the proposed hand car wash.

Tesco Supermarket Severnvale Shopping Centre Bristol Road Quedgeley Gloucester GL2 4PF

14/00174/FUL

G3Y

CJR

12/05/2014

Change of use of nine parking spaces to hand car wash and valeting operation including installation of an office and erection of a canopy.

Tesco Supermarket Severnvale Shopping Centre Bristol Road Quedgeley Gloucester GL2 4PF

13/00423/REM

AR

JOLM

07/05/2014

Layout of open space areas on Framework Plan 4 including railway buffer, community allotment garden, local park and allotments, local park and play area 1, corridor south housing area 4A2, area TG29 and 32 and areas within FP4A1.

Land To East West Of A38 And Naas Lane Quedgeley Gloucester

Quedgeley Severn Vale

14/00373/FUL

G3Y

FEH

28/05/2014

Infill to area under existing covered entrance to provide relocated toilet and extended hallway

17 Moorhen Court Quedgeley Gloucester GL2 4LE

14/00386/FUL

G3Y

CARLH

27/05/2014

Single storey rear extension to bungalow and erection of detached garage. Re-location of driveway access and formation of dropped kerb. (revised plans)

14 Sims Lane Quedgeley Gloucester GL2 3NJ

14/00360/LAW

LAW

CARLH

14/05/2014

Single storey rear extension

8 Gazelle Close Quedgeley Gloucester GL2 4NS

14/00143/FUL

REFREA

BOBR

23/05/2014

Replacement detached garage and games room to side.

1 Davillian Court Quedgeley Gloucester GL2 5EJ

Tuffley

14/00331/FUL

G3Y

EMMABL

14/05/2014

Erection of two storey rear extension and replacement porch on front elevation, 1 no. rooflight on front elevation roof slope, alterations and addition to existing fenestration, removal of 1 no. chimney stack, and replacement of existing front garden area with an area of hardstanding and new driveway towards the northern side of the site to provide off-road parking

16 Campden Road Gloucester GL4 0HX

14/00322/FUL

G3Y

EMMABL

14/05/2014

Erection of set of stables in field to rear (resubmission to alter orientation of stables approved under reference 12/01023/FUL, for the position of the stables to rotate through 180 degrees) with associated external lighting

Land R/o 72 Forest View Road Gloucester GL4 0BY

14/00262/FUL
G3Y FEH 21/05/2014
First floor extension including dormer windows to the front and rear roofslopes and French doors with juliet balcony on the rear elevation at first floor level.
As per previous approval conditions: The flat roof will not be used for a balcony, roof garden or similar amenity area. The Juliet balcony rails will be fitted before the extension can be occupied and shall be permanently retained thereafter.

11 Chedworth Road Gloucester GL4 0HU

14/00306/FUL
G3Y GAJO 12/05/2014
New glazing and re-cladding of existing buildings.
St Peters High School Stroud Road Gloucester GL4 0DD

Westgate

14/00318/LAW
REFREA BOBR 19/05/2014
Erection of outbuilding containing garage, workshop and gym (ancillary to existing dwelling)
74 Hempsted Lane Gloucester GL2 5JN

14/00317/FUL
G3Y CARLH 14/05/2014
Two storey rear extensions and loft conversion with the installation of velux windows on the front and rear roof slopes
74 Hempsted Lane Gloucester GL2 5JN

13/01268/FUL
G3Y BOBR 09/05/2014
Installation of gates to either end of Organs Alley.
Organs Alley Russell Street Gloucester

14/00328/LBC
G3L FEH 14/05/2014
Change of use of premises at first floor level from office/hairdressers to 1 self-contained two bedroomed flat including creation of new doorway between numbers 3 and 5
3 Worcester Street Gloucester

14/00327/FUL
G3Y FEH 14/05/2014
Change of use of premises at first floor level from office/hairdressers to 1 self-contained two bedroomed flat including creation of new doorway between numbers 3 and 5
3-5 Worcester Street Gloucester

14/00284/FUL
G3Y FEH 14/05/2014
Change of Use of first, second and third floor from single dwelling to 3 apartments
32 Clarence Street Gloucester GL1 1DP

14/00281/FUL
G3Y ADAMS 19/05/2014
Alterations to unit including installation of bi-folding doors and construction of new external platform, steps and balustrade.
Unit 108 Block Q Gloucester Quays Designer Outlet St Ann Way Gloucester GL1 5SH

14/00004/COU
G3Y ADAMS 28/05/2014
Change of use of ground floor and part first floor from Class B1 offices to mixed use for substance misuse services (administration, counselling and clinic facilities) (retrospective)
Imperial Chambers 41-43 Longsmith Street Gloucester GL1 2HT

14/00190/LBC
G3L ADAMS 14/05/2014
Internal and external works to Grade 2 listed building

Gloucester Brewery Llanthony Warehouse The Docks Gloucester GL1 2EH

14/00189/FUL
G3Y ADAMS 14/05/2014
Change of use from office to public house, single storey extension and external works including re-rendering, addition of windows and roof lights
Gloucester Brewery Llanthony Warehouse The Docks Gloucester GL1 2EH

14/00102/FUL
GP FEH 14/05/2014
Variation of condition 7 to require the installation of entrance gates instead of the stopping up of the entrance
Intoplay @ The Quays 24 Llanthony Road Gloucester GL2 5HQ

14/00393/FUL
G3Y EMMABL 27/05/2014
Replacement of existing ground floor level windows on north-eastern elevation with timber framed folding doors
Station Hotel Bruton Way Gloucester GL1 1DG

14/00298/LBC
G3L EMMABL 12/05/2014
Removal of existing internal ground floor counterline and installation of new internal partition wall to accommodate new counters, and installation of 1 no. new external AC condensing unit at first floor level
Barclays Bank 14 - 18 Southgate Street Gloucester GL1 2DH

14/00297/FUL

G3Y

EMMABL

12/05/2014

Installation of 1 no. new external AC condensing unit at first floor level

Barclays Bank 14 - 18 Southgate Street Gloucester GL1 2DH

14/00128/ADV

GFY

CARLH

02/05/2014

Replacement signage, to include 1no externally illuminated fascia sign, and 1no externally illuminated hanging sign

Leeds Building Society 43 Northgate Street Gloucester GL1 2AN

13/01236/LAW

LAW

EMMABL

02/05/2014

Use of building as a vehicle servicing/repairs and MOT testing centre (retrospective application)

2M Automotive Ltd Unit 5 Llanthony Industrial Estate Llanthony Road

Gloucester

GL2 5HL

Decision Descriptions Abbreviations

AR:	Approval of reserved matters
C3C:	Conservation Area Consent for a period of 3 years
CAC:	Conservation Area Consent
G3L:	Grant Listed Building Consent for a period of 3 Years
G3Y:	Grant Consent for a period of 3 Years
GA:	Grant Approval
GATCMZ:	Grant approval for telecommunications mast
GFY:	Grant Consent for a period of Five Years
GLB:	Grant Listed Building Consent
GLBGOS:	Grant Listed Building Consent subject to Government Office of South West clearance
GOP:	Grant Outline Permission
GOSG:	Government Office of South West Granted
GP:	Grant Permission
GSC:	Grant Subject to Conditions
GTY:	Grant Consent for a period of Two Years
GYO:	Grant Consent for a period of One Year
LAW:	Certificate of Law permitted
NOB:	No objections
NOS96	No objection to a Section 96 application
NPW:	Not proceeded with
OBJ:	Objections to County Council
OBS:	Observations to County Council
PER:	Permission for demolition
RAD:	Refuse advert consent
REF:	Refuse
REFLBC:	Refuse Listed Building Consent
REFREA:	Refuse
REFUSE:	Refuse
RET:	Returned
ROS96	Raise objections to a Section 96 application
SCO:	EIA Screening Opinion
SPLIT:	Split decision
TCNOB:	Tree Conservation Area – No objection
TPDECS:	TPO decision notice
TPREF:	TPO refuse
WDN:	Withdrawn

This page is intentionally left blank