



Gloucester City Council

Planning Committee

Meeting: Tuesday, 3rd March 2015 at 6.00 pm in 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 - 8) To approve as a correct record the minutes of the meeting held on 3 February 2015.
4.	FORMER MOD OIL DEPOT, HEMPSTED LANE - 12/00725/OUT (Pages 9 - 224) Contact: Development Control Tel: (01452) 396783
5.	10, SILVERDALE PARADE, HILLVIEW ROAD, HUCCLECOTE - 14/01414/COU (Pages 225 - 276) Contact: Development Control Tel: (01452) 396783
6.	19, SCOTT AVENUE - 14/01230/COU (Pages 277 - 288) Contact: Development Control Tel: (01452) 396783
7.	PIRATE SHIP, VICTORIA BASIN, THE DOCKS - 14/01377/FUL (Pages 289 - 334) Contact: Development Control Tel: (01452) 396783

8.	<p>UPPER DECK, GLOUCESTER QUAYS OUTLET CENTRE - 14/01400/COU (Pages 335 - 354)</p> <p>Contact: Development Control Tel: (01452) 396783</p>
9.	<p>BUILDING P, GLOUCESTER QUAYS OUTLET CENTRE - 14/01398/COU (Pages 355 - 378)</p> <p>Contact: Development Control Tel: (01452) 396783</p>
10.	<p>WINGET BOWLS CLUB, TUFFLEY AVENUE - 14/01484/FUL (Pages 379 - 406)</p> <p>Contact: Development Control Tel: (01452) 396783</p>
11.	<p>IMPERIAL BUSINESS PARK, CORINIUM AVENUE - 14/01163/FUL (Pages 407 - 416)</p> <p>Contact: Development Control Tel: (01452) 396783</p>
12.	<p>REPRESENTATION LETTERS IN COMMITTEE REPORTS (Pages 417 - 420)</p> <p>To consider the report of the Development Control Manager.</p>
13.	<p>DELEGATED DECISIONS (Pages 421 - 434)</p> <p>To consider a schedule of applications determined under delegated powers during the month of December 2014.</p>
14.	<p>DATE OF NEXT MEETING</p> <p>Tuesday, 7 April 2015 at 6.00pm.</p>

M. Shields

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Martin Shields
Corporate Director of Services and Neighbourhoods

Date of Publication: Monday, 23 February 2015

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.

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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.

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- 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, 3rd February 2015

PRESENT : Cllrs. Taylor (Chair), Lewis (Vice-Chair), Noakes, Smith, Hobbs, Hanman, Ravenhill, Dee, Toleman and Chatterton

Officers in Attendance

Anthony Wilson, Head of Planning

Jon Sutcliffe, Development Control Manager

Andy Birchley, Senior Planning Compliance Officer

Bob Ristic, Senior Planning Officer

Tony Wisdom, Democratic Services Officer

APOLOGIES : Cllrs Hilton, McLellan and Mozol

62. DEVELOPMENT CONTROL MANAGER

The Chair introduced Mr Jon Sutcliffe, the newly appointed Development Control Manager and Members welcomed him to the City Council.

63. FORMER MOD OIL DEPOT, HEMPSTED LANE - 12/00725/OUT

The Chairman advised that the application should be deferred until 3 March 2015 as the objectors had not been notified that the application would be considered this evening.

RESOLVED that the application be deferred until 3 March 2015 to enable objectors to be notified.

64. DECLARATIONS OF INTEREST

No declarations were made on this occasion.

65. MINUTES

The minutes of the meeting held on 13 January 2015 were confirmed and signed by the Chair as a correct record.

PLANNING COMMITTEE
03.02.15

**66. PLANNING ENFORCEMENT SERVICE QUARTERLY PROGRESS REPORT
OCTOBER - DECEMBER 2014 & ANNUAL REPORT 2014**

The Senior Planning Compliance Officer presented the report which provided details of planning enforcement activity between October and December 2014 together with a review of the service during 2014.

He displayed photographs of recent work for Members' information including:-

- 47, Worcester Street – inappropriate replacement windows.
- Unauthorised advertisements at Cole Avenue.
- Shop on Eastgate Street – revised shopfront.
- Flyposting to publicise an event outside the City.
- Childrens' nursery in residential area.
- Keelings Store Westgate Street – new shopfront.
- Complaint regarding impaired highway visibility submitted by the person who erected the fence as permitted development.

Councillor Dee referred to large street murals and asked if there was any control that could be exercised. He suggested that a policy could require permission with a review period to ensure ongoing maintenance. He was advised that if they were not advertisements there were no planning controls available as painting buildings not otherwise protected was permitted development.

Councillor Hanman referred to instances of buildings receiving cladding and was advised that the County Council had received planning consent and the City Council had recently clad acquisitions for the Kings Quarter development which would only be for a temporary period to inform the public of the acquisitions.

The Chair thanked Mr Birchley for his report and for the work of the Planning Enforcement Team.

RESOLVED that the report be noted.

67. DELEGATED DECISIONS

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

RESOLVED that the schedule be noted.

68. DATE OF NEXT MEETING

Tuesday, 3 March 2015 at 6.00pm.

Time of commencement: 18:00 hours

Time of conclusion: 18:25 hours

Chair

PLANNING COMMITTEE
03.02.15

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	FORMER MOD OIL DEPOT, HEMPSTED LANE
APPLICATION NO. & WARD	:	12/00725/OUT WESTGATE
EXPIRY DATE	:	29TH OCTOBER 2012
APPLICANT	:	BOVALE LTD
PROPOSAL	:	OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT OF UP TO 85 DWELLING UNITS WITH MEANS OF ACCESS AND PUBLIC OPEN SPACE. (APPEARANCE, LANDSCAPING, LAYOUT & SCALE RESERVED FOR FUTURE CONSIDERATION) - (REVISIONS INCLUDE THE REDUCTION IN THE NUMBER OF DWELLINGS PROPOSED FROM 101 TO 85)
REPORT BY	:	BOB RISTIC
NO. OF APPENDICES/ OBJECTIONS	:	SITE LOCATION PLAN 137 REPRESENTATIONS

This application was deferred from the 3rd February 2015 Planning Committee meeting to allow time for objectors to be notified.

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site comprises a former Ministry of Defence (MOD) fuel depot, located to the northern side of the village, which is accessed from Hempstead Lane, near its junction with Secunda Way. The site is currently vacant and has been disused for a considerable period of time.
- 1.2 The application site measures approximately 4.4 hectares in area and comprises a large swathe of land located between the edge of the residential area of Hempstead, namely Honeythorne Close, the landfill site, and commercial properties to the north.
- 1.3 The site varies significantly in its character and topography. The front part nearest to Hempstead Lane is generally flat and contains a variety of buildings,

structures, pipelines and fuel rigs. This area also houses an air raid shelter and decontamination unit. The land then rises significantly through the middle part of the site, which has a grassed appearance, interspersed with above-ground pipelines and associated equipment and slopes up to the western end of the site, which houses four cylindrical fuel tanks which are approximately 40 metres in diameter and are partially buried within the contours of the site. The tops of these containers have been grassed over and assimilated to some degree into the landscape. (The area comprising the tanks is outside of the application site but remain within the applicant's control). The site drops down to the east and north and this part of the site is subject to flooding and forms part of the identified floodplain.

- 1.4 The application proposal has been submitted in outline with all matters reserved with the exception of means of access. The proposal initially sought outline planning permission for the erection up to 101 dwellings. This number was subsequently reduced to 85 dwelling units during the application process.
- 1.5 The amended illustrative drawings submitted with the application show how the site could be laid out to accommodate the number of dwellings proposed. In this instance, the dwellings would generally be sited along the southern, part of the site, whereas the northern part would be retained as Public Open Space (POS), and would also provide significant flood compensation measures.
- 1.6 The site would be accessed off Hempstead Lane, opposite Nos. 3 & 5. The scheme provides for a secondary pedestrian only access onto Honeythorne Close, a residential cul-de-sac.
- 1.7 The proposed development would also provide an area of public open space (POS) to the northern part of the site, measuring approximately 2.2 hectares. A significant proportion of this space will also lie within the floodplain. The POS would also include children's playground (LEAP), balancing pond, habitat area and footpath linkages throughout the site and beyond.

2.0 RELEVANT PLANNING HISTORY

- 2.1 There have been three previous planning applications at the site which are summarized below:

09/00679/OUT - Outline application for the erection of up to 101 dwellings and public open space. (All matters reserved for future consideration with the exception of means of access). This application was recommended for approval by officers and refused by the planning committee for the following reasons:

- 1) The contribution offered towards the improvement of educational facilities is insufficient to mitigate the impact on local schools from the increase in pupil numbers that is likely to be generated by the development and as such the proposal is not acceptable in respect of Policy S.5 of the

Gloucestershire Structure Plan (1999) and Policy CS.11 of the Second Deposit Gloucester Local Plan (2002).

- 2) In the opinion of the City Council the proposal represents an over-development of the site. The majority of the application site lies within open countryside defined as a Landscape Conservation Area in order to protect the setting of the village and is outside the area allocated for housing development in Policy H.2 (Site 8) of the Second Deposit Gloucester Local Plan (2002). Furthermore the density of housing is considered to be an overdevelopment of the site and would create a cramped appearance which would be out of character with the existing housing development in the locality, contrary to Policy ST.7 of the Second Deposit Gloucester Local Plan (2002).

The site has also been subject to two further, applications:

08/01049/OUT - Outline planning application for 127 dwellings and public open space. All matters reserved with the exception of layout and means of access, which was refused under officers, delegated powers on 6th November 2008.

07/00145/OUT for the erection of 152 residential units, together with open space and access and infrastructure. This application was withdrawn.

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 This is the latest Government statement of planning policy and is a material consideration that should be given significant weight 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.

In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development.

For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
- specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

Core planning principles

Planning should:

- Be genuinely plan-led;
- Be a creative exercise in ways to enhance and improve places;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future, take account of flood risk and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing brownfield land;
- Promote mixed use developments;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing and deliver sufficient community and cultural facilities and services to meet local needs.

The Development Plan

3.3 The policies within the 1983 and the 2002 Local Plan remain a material consideration where they are consistent with the National Planning Policy Framework and the Joint Core Strategy gains more weight as it passes through the adoption process.

3.4 City of Gloucester Second Deposit Local Plan (2002)

The following policies are considered relevant to the consideration of this application:

- ST.1 – Sustainable Development
- FRP.1a – Development and Flood Risk
- FRP.6 – Surface Water Run Off
- FRP.10 – Noise
- FRP.19 – Protection of Underground Gas & Oil Pipelines
- BE.1 – Scale, Massing and Height
- BE.5 – Community Safety

BE.7 – Architectural Design
BE.21 – Safeguarding of amenity
BE.23 – Development Affecting the Setting of Listed Buildings
TR.31 – Highway Safety
H.2 – Allocations for Housing Development (Site 8)
H.7 – Housing density and layout
H.15 – The provision of Affordable Housing
H.16 – Affordable Housing Mix, Design & layout
OS.2 – Public Open Space Standard for New Residential Development
OS.3 – New Housing and Public Open Space
OS.4 – Design of Public Open Space
OS.5 – Maintenance Payments for Public Open Space

- 3.5 In terms of the emerging Local Plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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.

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

- 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

Environment Agency – No objections subject to conditions

Flood mitigation works will need to be undertaken to ensure no loss in flood plain storage, or interference with flood routes.

Dry pedestrian access and emergency services access will be required (onto Honeythorne Close).

Site access would be affected by flooding during the lifetime of the development

Contamination strategy is general at this outline stage. Satisfied with information and will review details as proposals progress.
Ground water monitoring will be required

Local Plans – No policy objections to the proposal. The site is capable of accommodating a greater number of dwellings than identified within the City of Gloucester Second Deposit Local Plan (2002) and the site will contribute meeting the need for housing in the city.

Conservation Officer – The revised application has addressed the previous issues from the previous refusals regarding development encroaching into the setting of the listed Newark House, and therefore in principle the development is acceptable subject to conditions.

City Valuation Officer - Satisfied that the submitted appraisal is accurate, and demonstrates that at the current time the development can only deliver the quantum of S.106 contributions proposed.

Housing Officer – has raised concerns with regards to the level of affordable housing being offered. Would like to see the inclusion of a ‘claw back agreement to re-test viability in the future. While a significantly foreshortened ‘commencement’ condition is proposed this does not offer any protection with regards to rise in house prices up until that time.

Ecology – impacts on protected species can be mitigated against - no objections subject to conditions.

City Archaeologist – A limited evaluation has been undertaken as a result a condition to secure further archaeological works is required.

Environmental Health Protection – Satisfied that the amenities of future occupiers can be protected through a suitable condition and future occupiers would not be unduly affected by smells from the nearby tip.

Environmental Health Contamination – Satisfied with assessments of the contamination upon the site, which can be remediated in a satisfactory manner and controlled by condition.

Highways – No objections subject to a contribution towards a travel plan.

County Council – No objections subject to contributions towards increased capacity at Hempsted C of E Primary School and Secondary Schools across Gloucester as well as a library contribution.

Gloucestershire Police - Crime Prevention Design Advisor – No objections to the development. Officer has made a series of advice notes based on the indicative layout plan for consideration at the reserved matters stage and in order to create a safe and secure environment.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 The occupiers of 141 Properties were notified by letter when the application was first submitted. These occupiers (and any other persons who made representations to the initial consultation) were subsequently re-notified when amended plans were received reducing the number of houses proposed.

5.2 The application was also advertised by site notices and press notices.

5.1 In response to the two rounds of consultation, a total of 137 representations have been received. The comments raised are summarised below.

- Hempsted Lane is already very busy and it is difficult to get onto the road
- Difficult to exit village onto bypass
- Access too close to busy junction
- Problems exiting drive at peak times
- Enough new housing is already being built in the Hempsted area
- Development is too dense for the area
- Small garden, houses too close together
- More light pollution
- Lake/balancing pond a risk to children
- Proposed land is an important natural habitat
- Many bats on site
- Wildlife would be 'scared' away
- Land remains an important landscape buffer between city and village
- Local school is already 'overloaded'
- Link to Honeythorn Close is not required by emergency services
- Serious safety concerns from unrestricted access through Honeythorn Close
- Would cause a 'rat run' through Honeythorn Close
- Already parking problems on Hempsted Lane from Students
- School can not cope
- No doctors or dentists in the area – existing ones are at full capacity
- Other residential developments proposed in the area
- Hempsted Residents already experience problems with sewer issues
- Underground tanks would not be removed
- Boundary to tanks should be more secure
- Risks from contamination/pollution from tanks
- Land is contaminated
- Cyclists should not be allowed onto the western footpath beyond the site
- Access is through the flood plain – cars would be abandoned in Hempsted Lane
- Site is in a flood plain
- POS would flood and could be a risk
- Future residents would add to existing noise from nearby industrial sites
- Already noise disturbance from bypass

- Many old people in village – don't want to be scared by a 'council estate'
- Don't want social housing which would be detrimental to the area
- Young people with nothing to do would result in crime
- Turning village into a busy suburb with loss of charm
- Development would undermine character of village
- Local Plan proposed 30 houses
- 2/3 storey houses would block views – should be bungalows
- Overlooking of existing properties
- Plenty of vacant land next to Sainsbury's – should be built on before a field
- Views and smells from tip would result in poor quality homes
- Hempsted is a historic village may be remains of a Roman Wall, historic Air Raid shelter and Listed Newark house
- No S.106 contributions proposed
- Residential development may prejudice unfettered operations at 26 Hempsted Lane depot/haulage yard.
- Residential development may prejudice redevelopment of adjoining depot/haulage site.
- Developer should take measures to protect residents from noise
- Gloucestershire Waste Core Strategy requires protection of waste sites from encroachment or sterilisation by incompatible land uses
- Traffic along the tip road will continue for many years
- Application proposes a footpath link across this busy road
- Pedestrians would conflict with HGV's
- Number of dwellings is now considered acceptable subject to contributions to school.
- Site has appearance of a green field
- Bought house in quiet village – soon to be surrounded by development
- There are restrictions to development at listed buildings
- 85 dwellings in front of listed building are unreasonable
- Newark House would be surrounded by development
- Would not protect listed status
- Would block views to and from Newark House

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

6.0 OFFICER OPINION

6.1 This application is a resubmission following the refusal of outline planning permission for a development of 101 dwellings and public open space (POS) in August 2011. This application was refused due to insufficient S.106 contributions towards education, the density of development and impact upon the locally designated (non statutory) Landscape Conservation Area.

- 6.2 The current application has reduced the proposed number of dwellings to 85 units upon the lower lying eastern part of the site, in order to address concerns with regards to density of development on the site, additionally the application would deliver a host of S.106 contributions to mitigate the effects of the development.
- 6.3 The remaining land to the north and west would provide a substantial area of public open space, which would connect into the wider footpath network and would also include a children's play area.
- 6.4 It is considered therefore that the main issues with regards to this application are as follows:-
- Planning Policy
 - Extent and quantum of development
 - Amenity
 - Viability and S106 contributions
 - Noise and contamination
 - Flood risk
 - Traffic and transport
 - Historic environment
 - Natural environment
 - Listed buildings

Planning Policy

- 6.5 While the unadopted Second Deposit Gloucester Local Plan (2002) (SDGLP) is used for development control purposes the NPPF and emerging Local Development Framework are material considerations in the determination of this application particularly where there is conflict with policies within the SDGLP.
- 6.6 It is acknowledged that tension currently exists with regard to the principle of development at the site between the existing unadopted development plan, the submitted Joint Core Strategy (Nov 2014) (JCS) and City Plan which, once approved, taken together will comprise the development plan for the City.
- 6.7 The tension lies in the fact that the Second Stage Deposit Local Plan identifies the site as having a potential to deliver 30 dwellings upon 0.9ha of the site with the remainder of the site falling within Landscape Conservation Area, however the need in the emerging JCS/City Plan to deliver houses in the City, coupled with an updated landscape evidence base to support the JCS process which moves away from landscape conservation area designation now demonstrates that the site has the capacity to deliver more housing than set out in the SDGLP allocation.
- 6.8 Additionally, the NPPF seeks to provide sustainable development and aims to boost the supply of housing nationally by ensuring that local planning

authorities identify an objectively assessed need (OAN) for dwellings through the development plan process while providing an annual 5 year plus 5% supply of 'deliverable' housing sites on which to deliver both market and affordable housing.

- 6.9 The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy has reached an advanced stage and identifies an OAN for the JCS area of 30,500 dwellings for the period 2011-2031 with a figure for Gloucester of 11,300 dwellings.
- 6.10 The Submission Housing Background Paper (November 2014) accompanying the Submission JCS explains that the City has an indicative capacity of 7,670 dwellings comprising completions since 2011, commitments, potential City Plan supply and windfalls.
- 6.11 Ward profiles were produced in order to support the Summer 2013 City Plan sites consultation. A SWOT analysis of each ward was produced which helped to identify potential issues that any new development in a ward might seek to address. For Westgate South the issues identified included;
- Whilst having overall a very good supply of the community facilities open to all, there is a lack of facilities in an easily accessible location for those living in new housing developments to the west of Secunda Way.
 - Lack of community shops, services and facilities in walking distance, though located fairly close to Sainsburys at Gloucester Quays and the city centre.
 - Lack of healthcare facilities in walking distance.
 - Local primary school at capacity.
 - Parking issues at peak times (school drop-off and pick-up times).

The opportunities presenting in Hempsted included the following;

- Qualitative improvements to public open space.
 - Increased school capacity linked with new housing developments.
- 6.12 The Planning Policy Officer consider that any new housing development at the site would provide the opportunity to address some of the weaknesses in the ward which were acknowledged by the local community and local ward members alike.
- 6.13 The site, as a former allocated housing site in a draft plan has been included in the Gloucester City SHLAA process since 2010 when it was considered as contributing to the housing supply of the City in the later part of the plan period.
- 6.14 In Autumn 2013 the City Council received new landscape evidence from WSP to support preparation of the City Plan. New landscape evidence was also emerging at this time to support the JCS – The JCS Landscape Character and Sensitivity Analysis - both new sets of landscape evidence were used to inform the 2013 Strategic Assessment of Land Availability study (SALA). This

study was undertaken in compliance with the NPPF and Draft Beta National Planning Practice Guidance (October 2013) and superseded previous SHLAA and SELAA documents studies.

- 6.15 The 2013 SALA identified the many significant constraints affecting the site including contamination, flooding & the impact on the adjacent listed building however the conclusion of the 2013 SALA study found that the site was deliverable in the next five years with a capacity of approximately 101 dwellings.
- 6.16 The City Council is committed to ensuring that the NPPF requirement to provide a five year plus 5% housing land supply is maintained. It is evident from the applicant that this site is capable of being brought forward in the near future and would therefore contribute to the five year land supply and much needed housing.

Extent and Quantum of Development

- 6.17 The proposals map to the Second Deposit Gloucester Local Plan (2002) identified the site as being within the wider Hempsted Landscape Conservation Area (LCA). The landscape character of the City and this site has since been reviewed as part of the evidence base for the Joint Core Strategy and supersedes the LCA designations.
- 6.18 The Joint Core Strategy – Landscape Characterisation Assessment and Sensitivity Analysis has identified the site as being ‘low sensitivity’ as a result of the proximity of commercial development and the presence of industrial features & above ground pipelines. The assessment’s characterisation of the site as being of ‘low sensitivity’ and advises that the site is therefore suitable for residential (and/or commercial) development.
- 6.19 The site is visible from limited public vantage points around the City, where the natural slope of the site and a large oak tree provide prominent landmarks. Where parts of the site are visible this corresponds to the steeper and elevated parts of the site that forms the embankment to the concrete fuel silos and part of the wider scarp slope, which extends beyond the site’s southern and western boundary and forms the elevated setting for the village and Newark House.
- 6.20 The current application sets the development away from the sensitive, most elevated parts of the site. It is considered that the extent of development towards the west, would not result in any detrimental impacts upon views of the site from north and west. The indicative drawings also show how smaller dwellings could be located upon the higher parts of the development site, providing a sensitive transition between the developed and natural parts of the site.
- 6.21 It is therefore considered from the submitted details and indicative layout that 85 dwellings could be accommodated upon the site without detriment to the visual amenities or character of the area.

Amenity

- 6.22 The nearest residential properties are located at Honeythorn Close and Hempsted Lane and Newark House, which in general back onto the application site, and are screened by existing planting. The precise details of the layout and any potential impacts upon the amenities currently enjoyed by these occupiers would be considered at the reserved matters stage, nevertheless, the indicative drawings show that a development of the proposed scale can be accommodated upon the site without significant impact upon the amenities currently enjoyed by the occupiers of neighbouring properties, particularly as the site slopes down and away from these existing dwellings.
- 6.23 The application site is presently in private ownership and inaccessible by the public. The site is enclosed by a concrete security wall which extends some 120 metres along Hempsted Lane and Secunda Way, presenting a bleak approach to the village. The proposed development would remove this ugly wall and introduce an attractive landscaped area of POS to this eastern boundary of the site and would create an attractive setting to the development and would form an attractive green gateway of the village.
- 6.24 The provision of a substantial area of public open space and lay equipment would not only benefit future residents of the development but would also benefit the village as a whole which has limited provision of POS.

Viability and S106 Contributions

- 6.25 It is acknowledged that application has been submitted in the context of significant financial pressures associated with the recession, nevertheless the market has shown signs of growth since the previous refused planning application at the site, though it should be noted that the full benefit of the rise in house prices has been offset by increasing build costs.
- 6.24 The viability of the proposed development and its ability to deliver, in particular affordable housing is affected by the significant costs associated with remediation of the site and the flood compensation works necessary to bring the residential development forward.
- 6.25 The application has been accompanied by a financial appraisal, which has been updated to reflect the changing market situation throughout the application process. The reports have been scrutinized by the council's valuer who has agreed that the proposed quantum of money available towards S.106 contributions is limited given the considerable abnormal costs associated with bringing this complex site forward for redevelopment.
- 6.26 Notwithstanding the pressures and costs identified above, the developer has offered the following package of S.106 contributions:

	TOTAL
Housing – No. Residential units	85
Education - Primary Schools	£248,455
Education - Secondary Schools	£227,358
Community Service – libraries	£16,660
Travel Plan	£43,690
Public Open Space	2.2 hectares
Public Open Space – Commuted Sum for Maintenance	£119,487
Affordable Housing	7 Units
Grand Total	£ 671,550

- 6.27 The contributions offered would satisfy the full requirement of the County Council in terms of education, library and highways requirements. The proposal would also provide a substantial area of public space and an appropriate commuted sum for its future maintenance.
- 6.28 The City Housing Enabling Officer has raised concerns with the level of affordable housing being proposed as part of the development and has recommended a re-appraisal mechanism within the S.106 to allow the viability to be re-tested if market conditions change.
- 6.29 The applicant has advised that this would be unacceptable as the associated uncertainty with such a review mechanism would prevent the development from being able to secure funding given the cautious state of the financial market.
- 6.30 The applicant's viability appraisal has shown that the development can only provide 5 affordable housing units. In order to remove the uncertainty of a change in the market the applicant has offered an additional 2 affordable dwellings (with the obvious negative impact on viability) in the present time frame and raising the affordable housing contribution to 7 units.
- 6.31 The applicant has also agreed a reduction in the standard outline commencement condition from the standard 'up to' 5 years to commence development to the proposed 'up to' 2½ years to commence on site (18 months to apply for reserved matters and 12 months to commence thereafter). This will ensure the delivery of the development and mitigate against any significant changes in the market which may affect viability.

- 6.32 On the basis of the above measures to deliver the development applicant will be expected to complete the S.106 within three months of the committee date and to draw down the planning permission otherwise, the applicant will be expected to review the viability at the Council's request until the S.106 is completed.
- 6.33 In addition, the development would also open up the remainder of the site (which is presently not accessible by the community) as an area of public open space which would measure approximately 2.2 hectares for adoption by the Council. The developer has also offered to lay this area out to the Council's satisfaction and provide a 'locally equipped area of play' (LEAP) and a commuted sum of £119,487 for the future it's future maintenance.
- 6.34 The provision of the POS would significantly enhance the present abandoned industrial appearance of the site. The delivery of this substantial area of POS would be enabled by the residential development and would provide a significant visual improvement to this part of the city and a valuable amenity asset to the village.

Noise & Contamination

- 6.35 The application site is located adjacent to several commercial land uses, which operate on a 24 hour basis as well the landfill site. It is therefore necessary to ensure that the occupiers of the development are not affected by noise.
- 6.36 The applicant has undertaken relevant noise monitoring, in accordance with a brief set out by the Council's environmental health officers. The surveys were undertaken at various times and acknowledge significant noise being generated from the adjoining commercial uses.
- 6.37 Nevertheless the report advises that the mitigation measures can be put in place to protect the residents of the new development from the adjoining commercial land uses.
- 6.38 While the precise details are not provided at this outline stage the council's Environmental Health Officer (EHO) is satisfied that the precise details and design can be secured by way of a suitably worded condition.
- 6.39 Furthermore, the site is contaminated as a result of its former use. Relevant surveys have been undertaken to identify the nature of the contaminants and the application has been accompanied by a general remediation strategy.
- 6.40 The Environment Agency (EA) are satisfied with the preliminary details and have recommended suitably worded conditions which have been agreed with the council's contamination officer as being acceptable to ensure the proper remediation of the site.

Flood Risk

- 6.41 The eastern and northern parts of the site are identified as being within flood zone 2 with the extreme northern part of the site being in flood zone 3.
- 6.42 The development has been designed to negate the risk of flooding to any part to be development used for residential purposes, and a 'worse case' historic flood level of 11.18metres AOD(N) and has been agreed by the Environment Agency. As a result the applicant has confirmed that all of the dwellings would be set above the highest recorded flood level of 11.18m AOD plus 600 millimetres to account for climate change. Thereby all of the dwellings on the site would be located outside of the flood plain.
- 6.43 The proposal will involve significant mitigation works to be undertaken to ensure the development does not result in any loss in floodplain storage or interference to flood flow routes. These details have been prepared with the assistance of the Environment Agency and are considered acceptable.
- 6.44 Whilst the proposed dwellings would be protected from flooding, it is acknowledged that the main access point from Hempsted Lane, may in the most extreme circumstance be affected by flooding at some point during the lifetime of the development. The Environment Agency therefore requires the provision of a 'dry' pedestrian access to the site in such an event and in order to meet the flood resilience requirements of the NPPF. The submitted drawings have indicated that this pedestrian access can be provided in a suitable manner from Honeythorn Close, to the south of the site.

Traffic and Transport

- 6.45 The application site will be accessed from Hempsted Lane, with a further pedestrian access being provided onto Honeythorn Close. The County highways department are satisfied with these provisions and have confirmed that the development would not result in any detrimental impacts upon highway safety.
- 6.46 The proposed traffic generation for the development has been derived from the industry recognised TRICS database using appropriate selection criteria to represent the location of the site. The proposed 85 residential units are predicted to generate 48 trips in the AM peak hour (comprised of 13 arrivals and 35 departures) and 54 trips in the PM peak hour comprised of (34 arrivals and 20 departures). As a result the Highways Authority has confirmed that this is additional traffic generation would not result in a severe impact on the highway network and would comply with the requirements of the NPPF.
- 6.47 Similarly the Highways Authority is satisfied with the proposed site access arrangement which would re-position the site access approximately 50 metres to the south of its current position and would provide a suitable and safe access to the site. The internal road layouts will be subject to further assessment at the reserved matters stage.

- 6.48 Furthermore, the applicant has advised that they are willing to enter into a S.106 agreement to provide a contribution of £43,690 towards the implementation of a travel plan.

Historic Environment

- 6.49 A detailed archaeological investigation has been undertaken at the site and there have been no significant finds. A condition requiring the recording of the topography of the site is considered reasonable in order to secure a historic record of the site.
- 6.50 The site contains a concrete air raid shelter, which although of local historical interest, has been inspected by English Heritage who have confirmed that it is not significant enough to be Listed. Nevertheless the shelter and other buildings and structures at the site form part of the historic environment and their recording can be secured by condition.

Natural Environment

- 6.51 The applicant has identified a bat roost within the air raid shelter to the front part of the site. It is intended that a replacement bat roost would be constructed higher up the site as compensation. The precise details of this can be secured by condition, additionally Natural England has raised no objections to the development and consider that suitable nature conservation issues can be secured by condition.
- 6.52 The proposal would result in the loss of two trees protected by a tree preservation order TPO. While the loss of these trees is regrettable, the dominant oak tree within the centre of the site would be retained and the applicant has stated that they would also provide compensatory tree planting, this would be controlled by condition.
- 6.53 Natural England have considered the ecological impacts of the development and are satisfied that mitigation measures for protected species can be secured by way of condition.

Listed building

- 6.54 To the south-western end of the site adjacent to the fuel silos is Newark House, a Grade II listed property, which occupies a prominent and elevated position above the application site. While concerns were raised in respect of a previous application at the site (no.08/01049/OUT for 127 dwellings) which would have been located some 19 metres from the nearest part of Newark House, the present proposal has significantly reduced the developable area in response and the dwellings would now be sited approximately 80 metres from the curtilage of Newark House and the more sensitive elevated part of the site.
- 6.55 As a result, the current proposal would not, (subject to details of the design and scale of the buildings which are matters reserved for future

consideration), result in any detrimental impacts upon the setting of the Listed Newark House.

- 6.56 The applicant has also offered to investigate the possibility to repatriate land which formed the curtilage to Newark House which was acquisitioned by the MOD. Ultimately this gesture is a matter for the applicant to address and is ultimately reliant on the agreement of the owners of Newark House to accept. It is proposed that a clause within the S.106 requiring the applicant to 'offer' the land is considered an appropriate gesture to restore the historic curtilage of Newark House.

Other Matters

- 6.57 Residents have raised concerns about the creation of an access onto Honeythorn Close. This 'safe' pedestrian access point is considered necessary by the Environment Agency, in the extreme event that the site access becomes flooded or inaccessible.
- 6.58 As this access would only be used only by pedestrians, I do not consider that there would be any detrimental impacts upon the amenities of the occupiers of Honeythorn Close. Additionally, the Police have raised no objections to the formation of this access in terms of increased the risk of crime.
- 6.59 Furthermore, the provision of a pedestrian linkage would be of benefit to the wider area in that it would allow the residents of residents Honeythorn Close access to the proposed open space and future residents a shortened pedestrian route to local facilities in the Village.

7.0 CONCLUSIONS

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 7.2 The current proposal has reduced the number of dwellings upon the site and would now provide a host of S.106 contributions to mitigate the effects of the development. The re-appraisal of the landscape quality of the application site has also identified that it is an appropriate location for residential development.
- 7.3 As a result, I am satisfied that the application has overcome the objections to the previously refused scheme which subject to conditions would deliver a sustainable development and would not result any demonstrable harm to neighbouring amenities, highway safety and the natural or historic environments.

- 7.4 Furthermore the site is likely to be delivered in the short term and would therefore contribute to the housing needs of the city and would contribute to the Council's 5 year plus 5% land supply which is required to be maintained by the NPPF.
- 7.5 For these reasons it is recommended that planning permission is granted subject to conditions and the successful completion of a S106 agreement, in a timely manner.

8.0 RECOMMENDATION OF THE DEVELOPMENT CONTROL MANAGER

- 8.1 That the Committee resolves to grant delegated powers to the Head of Planning to issue planning permission subject to, the completion of a S.106 agreement in a timely manner, with the following heads of terms and subject to the following conditions:-

Heads of Terms

Education – Hempsted Primary School - £248,455

Education - secondary Schools - £227,358

Community service – Libraries - £16,660

Travel Plan - £43,690

Public open space - 2.2 hectares

Commuted sum for public open space maintenance £119,487

Affordable housing - 7 Units

Endeavour to restore the historic curtilage of Newark House.

Condition 1

Approval of the details of the appearance, landscaping, layout and scale of the buildings, (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing for each phase of the development before any development is commenced on the relevant phase (excluding works of demolition, site remediation and highway improvement works).

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 2

Application for approval of the reserved matters shall be made to the local planning authority before the expiration of eighteen months from the date of this permission.

Reason

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

Condition 3

The development hereby permitted shall be begun either before the expiration of thirty months from the date of this permission, or before the expiration of

twelve months 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 4

The development hereby permitted shall be carried out in accordance with the approved drawing nos. P01 Rev.A 30th July 2012, drawing no. SK-100 Rev.B received on 16th May 2013 and drawing nos. 04395/D21 Rev.G and D22 Rev.G received on 18th December 2014 as well as any other conditions attached to this permission.

Reason

To ensure that the development 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 5

Prior to the commencement of each phase of the development details of the external facing and roofing materials, including details of doors and windows to be used in the construction of the buildings within that phase shall be submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to those approved.

Reason

To ensure a satisfactory appearance to the development which harmonious with the surroundings and in accordance with policies BE.7 & BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 6

No phase of the development shall take place until details of all boundary treatments and means of enclosure to that phase of the development have been submitted to and approved in writing by the Local Planning Authority including acoustic screening. The boundary treatment approved in respect of each phase shall be fully implemented before the occupation of that phase of the development

Reason

In the interests of visual amenity and to ensure dwellings have satisfactory privacy and amenity in accordance with policies FRP.10, BE.21 and BE.4 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 7

No phase of the development shall take place until a scheme for the hard and soft landscaping for the relevant phase of the development, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented not later than the end of the first planting season following the occupation of any buildings or the completion of

the development within that phase, whichever is the sooner. If at any time within a period of 5 years of the completion of the development on that phase trees or plants die, are removed or become seriously damaged or diseased, they shall be replaced in the next planting season with others of a 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 policies BE.4 & BE.12 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 8

No development including demolition or site clearance shall be commenced on any phase of the development or machinery or material brought onto that part of the site for the purpose of development until full details regarding adequate measures to protect trees and hedgerows within that phase 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).

Condition 9

Before the development hereby authorised is commenced, the following details shall be submitted for further approval:

1. The precise location and design of the LEAP

2. Precise details of the play equipment, seats, picnic benches, surfacing and their layout within the LEAP.
 3. Details of the fencing and means of enclosure to the LEAP.
- The LEAP shall be provided and laid out in accordance with the approved details prior to the adoption of the public open space.

Reason

To provide an attractive, well planned and usable environment and to preserve and enhance the quality of the environment in accordance with policies BE.4, Be.21 and OS.4 of the Second Stage Deposit City of Gloucester Local Plan (2002).

Condition 10

The mitigating and enhancement strategy for the protection of bats and newts shall be undertaken strictly in accordance with the submitted ECUS - Bat Survey and Mitigation report dated 26th June 2013 and received by the Local planning Authority on 2nd July 2013 and the submitted ECUS - GCN Survey Report dated January 2014 and received by the Local Planning Authority on 9th January 2014.

Reason

To safeguard a European protected species in accordance with policy B.7 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 11

No development (including remediation or site clearance) shall take place until precise details of the design and location of a 'bat bungalow', in accordance with the recommendations of the ECUS - Bat Survey and Mitigation report dated 26th June 2013, have been submitted to and approved in writing by the Local Planning Authority. The 'bat bungalow' shall be installed in accordance with the approved details prior to the commencement any works on the site.

Reason

To safeguard a European protected species in accordance with policy B.7 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 12

No site works shall commence until such time as a temporary car parking area for site operatives and construction traffic has been laid out and constructed within the site in accordance with details to be submitted to and agreed in writing with the Local Planning Authority and that area shall be retained available for that purpose for the duration of building operations.

Reason

To ensure that the access roads in the vicinity of the site are kept free from construction traffic in the interests of highway safety in accordance with policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 13

Prior to the commencement of any site construction works vehicle wheel cleaning facilities shall be provided on site in accordance with details to be submitted to and approved by the Local Planning Authority, and thereafter be maintained for the duration of the site works.

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).

Condition 14

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning facilities within the site, and the buildings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and 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 the interests of highway safety.

Condition 15

Prior to the commencement of each phase of the development precise details of a scheme of noise mitigation measures to protect future occupiers of that phase from adjoining land uses, shall be submitted to and approved in writing by the Local Planning. The mitigation measures shall be implemented in full, in accordance with the approved details, prior to the occupation of the first dwelling within that particular phase and shall ensure that the noise levels do not exceed the following levels:

30dB $L_{Aeq(8hour)}$ and 45dB L_{Amax} within bedrooms between the hours of 23.00-07.00

35dB $L_{Aeq(16hour)}$ within the living rooms between the hours of 07.00-23.00 and 55dB L_{Amax} within the Gardens

Reason

To protect the residential amenities of future occupiers from surrounding land uses in accordance with policies FRP.10 & BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 16

The development hereby permitted shall be served by an access road (or roads) laid out and constructed in accordance with details (including street lighting and surface water drainage/disposal) that shall have been submitted to and approved in writing by the Local Planning Authority, and no dwelling on the development shall be occupied until the road(s) (including surface water drainage/disposal, vehicular turning head(s), street lighting and footways where proposed) providing access from the nearest public road to that dwelling have been completed to at least binder course level in accordance with those approved details, and those access road(s) shall be retained and

maintained in that form until and unless adopted as highway maintainable at public expense.

Reason

In the interest of highway safety and in accordance with policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 17

The details to be submitted for the approval of reserved matters shall include vehicular parking facilities within the site, and the buildings hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and shall be retained 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 the interests of highway safety.

Condition 18

The development hereby permitted shall not be occupied until details of secure and covered cycle storage facilities for a minimum of 1 bicycle per dwelling has been made available in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that adequate cycle parking is provided and to promote cycle use, in accordance with Policies T.1 and T.3 of the Gloucestershire Structure Plan Second Review.

Condition 19

The development hereby permitted shall not be occupied until the 'Keep Clear' markings as shown in Attachment 2 of the Supplementary Transport Note submitted on 22nd November 2013 have been implemented.

Reason

To reduce potential highway impact and in accordance with Policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 20

During the construction phase 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 08.00 am-6.00pm, Saturday 8.00 am-1.00 pm 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).

Condition 21

The finished floor levels of the dwellings shall be set at least 600mm above the highest recorded flood level of 11.18 metres above Ordnance Datum.

Reason

To protect the development from flooding in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 22

No development approved by this permission shall be commenced until a scheme for the provision and implementation of compensatory flood storage works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details prior to the occupation of the first dwelling.

Reason

To alleviate the increased risk of flooding in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 23

Development shall not commence until details of a safe exit route to land outside the 1 in 100 year flood plain including an allowance for climate change, are submitted to and agreed in writing by the local planning. The scheme must not adversely affect the flood regime. This route must be in place before any occupancy of the building.

Reason

To provide safe access and egress during flood events in accordance with the Government's Planning Policy Statement 25: Flood Risk, Appendix G, and reduce reliance on emergency services and in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 24

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended; or any order revoking and re-enacting that Order with or without modification), no structures shall be erected within the floodplain delineated by the area shaded blue on Figure 3 within the Flood Risk Assessment prepared by MWH (May 2008).

Reason

To maintain the flow and storage capacity of the River Severn and flows from other sources of flooding and in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 25

There shall be no storage of any materials including soil within the part of the site liable to flood as shown shaded blue on Figure.3 within the May 2008 Flood Risk Assessment.

Reason

To ensure that there will be no increased risk of flooding to other land/properties due to impedance of flood flows and/or reduction of flood storage capacity and in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 26

Development shall not commence until details until full drainage details, incorporating sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, have been submitted in full to and approved by the local planning authority. The approved scheme shall be implemented in accordance with the approved details prior to the occupation of the first dwelling.

Reason

To ensure that the new development does not increase the risk of flooding to the site itself or adjacent existing developments and in accordance with policy FRP.1a of the Second Deposit City of Gloucester Local Plan (2002).

Condition 27

No development, or phasing as agreed below, shall take place until the following components of a scheme to deal with the risks associated with contamination of the site are submitted to and approved, in writing, by the local planning authority.

1) A site investigation scheme, based on the preliminary risk assessment 'Remediation requirements relating to the Former Fuel Depot at Hempsted Lane, Gloucester' dated June 2009 and 'Remediation Requirements and Redevelopment' dated July 2009, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The site investigation results and the detailed risk assessment (1) and, based on these, an options appraisal and remediation strategy, if necessary, of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. This should include any proposed phasing of demolition or commencement of other works.

4) Prior to occupation of any part of the development (unless in accordance with agreed phasing under part 3 above) a verification (validation) report demonstrating completion of the works set out in the approved remediation strategy (2 and 3). The report shall include results of any sampling and monitoring. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action and for the reporting of this to the Local Planning Authority.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

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).

Condition 28

If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, a Method Statement for remediation. The Method Statement must detail how this unsuspected contamination shall be dealt with. A verification (validation) report demonstrating completion of the works set out in the method statement shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of any sampling and monitoring. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action and for the reporting of this to the Local Planning Authority.

Reason

To ensure that any unexpected contamination is dealt with and the development complies with approved details in the interests of protection of ground and surface waters ('controlled waters' as defined under the Water Resources Act 1991) and in accordance with policy FRP.15 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 29

No development shall take place within the application site 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 evaluation (trial trenching) prior to the start of development, and if necessary to provide for further 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 30

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 (relating to the twentieth-century MoD fuel depot). 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).

Condition 31

Prior to the commencement of works, precise details of a barrier to the new access onto Honeythorn Close to prevent access by motorised vehicles shall be submitted to and approved in writing by the Local Planning Authority. The barrier shall be installed in accordance with the approved details prior to the access being first brought into use and shall be similarly maintained thereafter.

Reason

To define the nature of this access and protect the residential amenities currently enjoyed by the occupiers of neighbouring properties and in accordance with policies BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 32

Prior to the commencement of the development details of existing and proposed ground levels across the site (including the proposed finished floor levels) shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details

Reason

To ensure that the proposed development does not detract from the character or amenities of the surrounding area and to ensure there will be no increased risk of flooding contrary to policies FRP.1a, H4 and BE21 of the Second Deposit City of Gloucester local Plan (2002).

Condition 33

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason

To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with Policy BE.21 of the Second Deposit City of Gloucester local Plan (2002).

Note 1

This permission is associated with a S.106 Legal Agreement dated ****

Note 2

For avoidance of doubt the submitted layout plan has been treated as being for illustrative purposes only.

Note 3

The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

Note 4

The proposed development will require works to be carried out on the public highway and the Applicant/Developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the Local Highway Authority before commencing works on the development.

Note 5

The application site is located in close proximity to a working Landfill Site. Future occupiers of the development may from time to time experience odours associated with that use.

Note 5

Your attention is drawn to the requirements of the Building Regulations, which must be obtained as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 01452 396771 for further information.

Decision:

Notes:

.....

.....

Person to contact : Bob Ristic
(Tel: 396822)

12/00725/OUT

Old Hempsted Fuel Depot
Hempsted Lane
Gloucester

Planning Committee 03.03.2015



72 Hempsted Lane, Hempsted, Gloucester, GL2 5JN

Dear Mr Ristic

I write to object to this proposed development on the basis of the housing density and the high probability of traffic problems at Monk Meadow with access being so close to the traffic island system at the end of Secunda Way.

With the proposed emergency gate into Honeythorn Close there is the possibility of pressure being brought at a later date to keep the gate open to relieve these problems at Monk Meadow if they materialised and create a "rat run" which would not be desirable.

The development as it stands will put additional demands on junior and secondary school places, Hempsted School in particular.

The Financial Viability Report dated 26th July 2012 shows that even with nil Affordable Housing the Developers Margin is a mere 0.50%.

Bovale concede the scheme is unviable as it stands and are proposing the Section 106 Contributions be scaled back to achieve sufficient returns. The bulk of Section 106 Contributions are for Education therefore I object to these contributions being scaled back.

I note that Bovale claim to be a widely respected land and property development company that specialises in identifying and remediating challenging sites and that a lot of work has gone in over several years in preparing this and earlier applications. My objections still stand.

Living in the older part of Hempsted we have access to our Church hall, and the Village Hall to meet and hold various events, time and again at various committee meetings it is said that Secunda Way creates a separation from the people living to the east of it in The Anchorage, Kaskelot Way, Soren Larsen Way, Quayside Way and so on with no provision of amenities for them to meet and socialise. Time and again we ask ourselves why our planning department does not make these a necessary part of the overall planning scheme.

Yours sincerely

Annie Blewitt Jenkins



BUSINESS SUPPORT
SERVICES

15 AUG 2012

10.08.12.

Your Ref: 12/00725/OUT.

Dear Sir,

Old Hempsted Fuel Depot, Hempsted Lane, Gloucester.

In reply to your letter of the 8th instant. My comments are still the same as per my letters of the 20.02.07 and 22.08.10 and which have not altered since then, the problems as pointed out only likely to worsen if this application is agreed.

The original application in 2007 was for 152 Residential Units, in 2008 reduced to 127 in August 2010 reduced to 101. and in August 2011 reduced to 100, which eventually if the figure is low enough to suit, no doubt will be agreed, irrespective of whatever the Hempsted Lane residents have had to say regarding the problems this throws up.

Yours sincerely,



(M. Taynton) *U*

Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester.
GL1 2EQ.

Dear Mr Ristic,

I write to you in regard of the planning application for 85 homes at the Old Hempsted Fuel Depot, which I strongly object. A large influx of houses would undermine the character of Hempsted village and place a large strain not only on the villages characteristic but would also contain a series of related knock on effects, a large one being added congestion and traffic around Hempsted lane. This is already particularly bad in its current form and if the school is expanded, along with an added 85 homes, many more people will be driving in and around Hempsted making it particularly hard to move about in peak times as at some point the lane can become a single track with parking all over the side of the roads.

The current expansion of 85 homes would also have a negative effect as Hempsted would lose its lovely village characteristic and would just appear to be merging with Gloucester city as a whole.

Best regards,

James White

Sir,

You have before you a proposal to erect up to 85 dwellings on the Old Hempsted Fuel Depot in Hempsted Lane. Our objections are couched in terms of questions, all preceded by "what about" though that expression has been omitted for reasons of brevity:

Access to medical facilities?

Effect of a back entrance onto Honeythorne Close?

Effect on the houses in Honeythorne Close and its environs, some of which overlook the site?

Effect on the old Newark House?

Access to the road system very close to "The Lozenge"?

Sewerage?

Flooding?

Plans to develop a household recycling centre very close to the depot when the tip closes?

The capacity of the school in Hempsted?

The clearance of all the structures on the site - not forgetting the sub ground oil storage tanks?

All the vacant properties in Gloucester City?

All the brown field sites in Gloucester City?

Noise from the vehicle depot on the tip road?

The developments mooted in the village viz Sylvanus Lysons Trust, the fields on the top edge of Rea Lane, the development of Newark Farm with access only through Ladywell Close?

In our view Hempsted is seen as a soft touch, given that we understand that brown field sites can be built on only if the owner of the site in question wants it to be built on. We do not know the rules concerning empty properties..

PFA Canning and DJ Canning

Mr and Mrs

8 Ladywell Close

Hempsted

Gloucester

GL2 5XE

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mr Graham King.

Would like further information on the 100 dwellings and where the means of access and public open space will be. Same objectives as before, with access being the key issue. Hempsted close is a small area and should not be considered as access route of any kind.

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

.

Mr Graham King
2 Honeythorn Close
Gloucester
Gloucestershire
GL2 5LU

Regarding the application for 85 dwellings on the above site, whilst the number of houses have been reduced this site is not suitable for housing development. how will the residents be able to cope with the smells from the tip and noise from the tip road. hempsted lane will get heavily congested especially by the " lozenge " roundabout. the village school could not take any more children as it is now. and HONEYTHORN CLOSE which is our main concern, what with houses backing on to some residents, and the GEA which is recommended, we have expressed our concerns about this many times and have been told this is not needed by any emergency services. furthermore once opened this would soon be misused and no one in honeythorn would feel secure anymore.

Roy and Jenny Lapington
24 Honeythorn Close,
Hempsted.

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mr Kevin Gulwell.

Dear Mr Ristic, As per my previous written comments to you on this application, I again object in the most strongest terms possible. My objections are based on the following:- 1] Absolutely no "gated emergency access" through to Honeythorn Close for ANY form of traffic. 2] The above must not be allowed as the road through our small estate would become, without doubt, a "rat-run" despite Gloucester Council's usual "spin" to the contrary. 3] It is deemed as totally unacceptable to demean the quality of life in our "close" which comprises mostly of mature residents. 4] With this proposed new housing estate how on earth would the current road system cope with the inevitable increase in traffic down Hempsted Lane and onto the Monks Corner roundabout at the end of it? It's a nightmare now trying to get out onto the bypass. 5] How will the village infants school cope with any further influx to potential entrants? Where will the extra capacity be found? 6] How will the medical facilities cope with any further influx of further families? 7] Where is the developers funds provision to improve local amenities? Such provision is mandatory. 8] The floods of July, 2007? What provision will be made to alleviate and monitor continually the risk?

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

Mr Kevin Gulwell
2 Honeythorn Close
Gloucester
GL2 5LU

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 85 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) - \(REVISIONS INCLUDE THE REDUCTION IN THE NUMBER OF DWELLINGS PROPOSED FROM 101 TO 85\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mr Charles Hardman.

I object to this outline planning application. • I consider that this application is still of too greater a density and would lead to low quality development. The Local Plan highlights the need for a greater provision of large high quality properties and this would be applicable here. • There are severe access problems particularly during times of flood. • Access would be into an already congested junction. • More development in Hempsted will damage its village identity .We have already done our bit to provided housing along the bi pass. • I consider this a speculative application to increase the value of the land. Dr C Hardman

Mr Charles Hardman
131 Hempsted Lane
Gloucester
Gloucester
Gloucestershire
GL2 5LA

Dear Sirs,

With regard to the planning application for 85 dwellings at the old Hempsted Fuel Depot, we would like to register our objection.

The land remains an important buffer between the industrial area on Hempsted Lane, and the old village. Development on this land would effectively join the village to the centre of Gloucester and would destroy the village's rural feel.

This land is also an important habitat and safe haven for wildlife, where they can be unaffected by human presence. As your bat report suggests, there are many species of bats that are currently using this area.

I note that the developers, Bovale Homes are not adequately dealing with the problem of the old underground oil tanks and are simply building around them. Surely this cannot be acceptable to leave potentially dangerous and contaminated equipment in place next to housing? At present the green space between these oil tanks and Honeythorn close maintain this separation.

Hempsted village does not have the infrastructure to cope with more housing. The school is at capacity and even children who live close to the bypass have been unsuccessful at gaining a place at the school. The LEA recently proposed that Hempsted School move to a 1.5 intake, but this was rejected on the basis that the infrastructure of the village cannot cope with additional road or foot traffic in and out of the school. Building an additional 85 dwellings would presumably equal 20 or more children requiring a place at the school on top of the current intake. It simply cannot cope, and I very much doubt that Bovale Homes will offer anywhere near enough section 106 monies (or whatever it is called now) to make the necessary infrastructure changes to cope, let alone pay for an additional new school somewhere nearby, which would be a much better solution.

Traffic on Hempsted Lane is already busy, and the narrowness of the road between the post office and the bottom of the pitch where it meets the bypass, makes traffic flow difficult.

Hempsted does not have any facilities such as doctors, dentists, or a library, so residents already have to travel by car to reach these facilities in the centre of Gloucester where parking is difficult and expensive. These facilities, particularly the doctor's surgeries are already working at full capacity.

Please consider our objections. There are strong feelings in the village against ANY further development, as the village is in real danger of losing its important rural feel, that Gloucester City Council have highlighted many times in the past most recently in your conservation area document and on the information board situated on the footpath to the east of Hempsted Lane connecting to the Gallops.

A recent vote by residents regarding the potential of development on land to the East of Hempsted Lane resulted in 83% against development. This shows the strength of feeling in the village.

Kind regards
Kate and Wayne Subryan

Regeneration Directorate
Development Control
Gloucester

01.08.13

Dear Sirs

Ref: 12/00725/OUT Planning Application

I write to express our strong objection to the above planning application for the reasons listed below:

- 1 Landscape quality – the lake and balancing pond being a risk area for young children also a dumping ground for rubbish, also rare wildlife being driven away by proximity of large population of people, the site is subject to extreme flooding during the last flood.
- 2 Infrastructure issues – The village school is already overloaded and there are no civic amenities in the immediate vicinity.
- 3 Building density not compatible to local area – Close proximity to landfill and civic amenity sites associated with noise, smell and dust plus noise from heavy lorries negotiating speed hump on landfill entrance road, adjacent haulage firm with 24 hour working.
- 4 Traffic problems – Site junction too close to Monk Meadow roundabout and the high flows of traffic at roundabout after new bypass opened, obstruction due to parked vehicles outside Monks Corner stores and along Hempsted Lane, also high numbers of vehicles to and from site in peak hours due to age and nature of new homeowners on this site.
- 5 Proposed connection to Honeythorne Close – Emergency exit not required by Police and Ambulance services, plus close not designed for through traffic, could also be used and a rat run.

I hope that you take the above objection in mind when considering this proposal, we have already experienced major problems with students from local college parking along Hempsted Lane causing dangerous driving conditions for residents when attempting to exit the village from Monks Corner which have been exacerbated by drivers coming into village from new bypass at excessive speeds.

Yours Sincerely

John McCulloch.
53 Hempsted Lane
Hempsted
Gloucester
GL2 5JS

Dear Mr. Ristic,

Thank you for your letter we received on 15 July regarding this outline application, and which invited our comments. Our property is adjacent to the site and we would therefore ask that the Planning Committee takes into account our views before determining this application.

As a matter of general principle we support the development of brown-field sites. We have therefore always accepted that being designated as such, the Old Hempsted Fuel Depot site is developable for residential use. However, we strongly believe that the development of such sites always has to take into account the impact on the neighbouring/surrounding areas, and the general impact on the wider community.

We also firmly believe that all developments have to make the required contributions for the necessary additions/improvements to the local infrastructure – the Council Tax payer must not subsidise development or landowners who have, perhaps(?), acquired their landholdings at the top of the market!

We do not believe that the proposal to build 85 dwellings on the Old Hempsted Fuel Depot Site is reasonable or fair, either to potential neighbouring areas or the wider community; so we want to object for the following reasons:

1. Too many dwellings proposed, thus representing an over-development that is not in keeping with the surrounding area
2. Given the number of housing developments that have already been granted consent in Hempsted/canalside since 1999 (totalling 616 dwellings), plus the current “proposals” for further development (e.g. Sylvanus Lysons Trust land; Rea Lane; Newark Farm etc.....), the cumulative impact on the existing services and facilities in the area is disproportionate and unreasonable; specifically in terms of:
 - the road network – the traffic from an additional 85 units will exacerbate an already increasing problem
 - local education provision – the primary school is already at full capacity?
 - sewage facilities – known, recurring, problems already experienced in parts of the village with no current prospect of their effective resolution

We also wish to add a further objection specific to Honeythorn Close, that being the proposal to “open-up” the Close.

This proposal has been mooted on a number of occasions through various iterations of planning applications. The current proposal, as set out in the updated Transport Statement (June 2013), is not clear:

- paragraph 4.2.3 refers to a “pedestrian only access”, however,
- paragraph 5.2.6 refers to “An emergency access to the site is provided through Honeythorn Close”?

Whilst we acknowledge that the current thinking is about creating integrated communities, we do not believe you can arbitrarily change what has already been put in place, and impose without working through the consequences. Honeythorn Close was designed and built in the 1970s on the basis that it was a “Close”; to effectively “open it” would (from evidence elsewhere in the City; e.g. media coverage of Chatsworth Avenue in Tuffley) cause significant problems. You would effectively be expecting it to handle situations for which it was clearly not designed.

Our understanding is that the Gloucestershire Fire and Rescue Service has not commented on the application, and therefore has not identified any requirement for the provision of an emergency access. Consequently, in our view, there is no justification for this particular aspect of the application, other than perhaps providing a potential access for any future proposals for the development of the wider site.

Please do not hesitate to contact us if you require any further information/clarification of the points made.

Chris & Teresa Stock
26 Honeythorn Close

Dear Mr. Ristic,

I would like to oppose the planning application at the old Fuel Depot in Hempsted Lane. Since the college moved to the quays, there are many students that park in Hempsted lane as its free which creates huge congestion. With the school expanding an extra 120 places, this means there will be more cars driving in and also parking around Hempsted lane and St Swithuns Road, which makes it very hard for local residents to move and travel about.

Hempsted will completely lose its village charm and it will appear that another Matson is trying to be created on our doorstep. It would also affect house prices as they will all be devalued, which is unfair on the current residents.

Best regards

Sarah White

Sent from my BlackBerry® wireless device

Stewart N Cypher,

24-VII-13

Dear Mr. Ristic

Old Hempsted fuel depot: 12/00725/OUT

Thank you for your consultation letter about the above. My comments, at this stage, are confined to the highway aspects of the submission and I trust I shall be given a further opportunity of commenting on the details in due course.

The drawing, marked "preliminary", shows the junction of Hempsted Lane and the bye-pass as being what appears to be a mini round about; surely something wrong! Perhaps you will get the County Council highway wallahs to look at that; if nothing else it shows a scant regard for accuracy.

The position of the new junction, giving access to perhaps (Heaven forbid) eighty five houses (possibly therefore 170cars @ two per dwelling) will give rise to considerable traffic strife. Peak time movement there is already very tricky and many additional vehicular movements at that point will exacerbate and already incipient problem. Please make sure the highway chaps consider the future growth with some degree of depth; for my part I think it will give rise to many difficulties both short and long term. The "No waiting" arrangements will also require adjustment as south of the proposed junction parked vehicles will give rise to visibility problems.

Simple solution; stick to the refusal of the submission based on the very sound planning policy reasons enshrined in the 2011 refusal. Please keep me up to speed with developments.

Yours sincerely,

Bob Ristie
Gloucester
City Council

Ref. 12/00725/OUT

24th July 2013

Dear Sirs,

Thank you for latest information, less dwellings but the situation remains the same, Hempstead Lane not suitable for more traffic, the School already full each year, and flooding in the lower corner of the field, due to the slope of the area.

We still strongly object to ~~access~~ ^{access} into Honeythorn Close in any way, a sorry day when

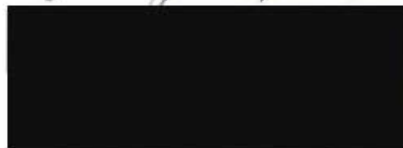
The M.O.D. ceased to own the site,
it was such a pleasure to see
lamb on the mound each Spring.

I am an aged Resident; at
the present time feeling secure
in my own home and cared
for helpful neighbours.

There are so many new
houses in Hemsted already
one wonders, why more.

Yours faithfully

BUSINESS SUPPORT
SERVICES
26 JUL 2013



M. BAENESS. (Mrs).

12/00725/OUT.

OLD HEMPSTED FUEL DEPOT.
HEMPSTED LANE.

Dear Mr Ristic.

I am writing to tell you my objections to these houses is still the same as before. I see no reason to change that. Maybe when the Rubbish Tip is closed and that land is landscaped, then and only then can I see it being viable. Who is going to want to live in a house which is right next to a tip. We also still need a Doctor's and Dentist for all the houses we presently have.

Yours sincerely

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990

REF. 12/00725/OUT OLD HEMPSTED FUEL DEPOT

Thank you for your letter of the 13th July.

Comments as follows:- Still far in excess of

the 30 allocated 2002 access already there.

HONEYTHORN CLOSE SHUT, PREVENT ACCESS TO,

END, TERMINATE, ITS NOT a Cul-de-Sac. Emergency Services not required by Police or

Ambulance. This is a turning area only,

heavy lobbies have to reverse down some.

residents have to reverse out as steep drives

SITE is a landscape Conservation Area with

Rare Wildlife, also near tip and recycling unit.

Noise, Lobbies and Cars all day on the tip road.

Pollution, Smell, Gulls, Flooding etc. Danger of

the Neap. Not a place for children or parents.

Hempsted already has massive Develop-

ments, plus the bypass, we need most of that

site on the edge of the Village.

Yours faithfully,

Dear Mr Ristic,

Thank you for your letter inviting my comments on this application. As my property is adjacent to the site I wish to share the following views on the current application to develop it.

Since we moved to Honeythorn Close I have always known that the site is classed as "brown-field" and is developable for residential use. I am not against development as such, but do have strong views about the size of any development because of the impact it will have on my community.

I do not believe that the proposal to build up to 100 dwelling units is reasonable or fair to either existing residents or the general community. So I want to object for the following reasons:

- (i) Too many dwelling units are proposed and this is not in keeping with the existing environment - your own policies refer to up to 30 units on this site which seems reasonable and balanced.
- (ii) The effect on traffic both entering and leaving the village - getting on and off of the current junction at the bottom of Hempsted Lane is already difficult with residents experiencing regular queues and lots of hold ups - the traffic from an additional 100/101 units would increase this problem.
- (iii) Honeythorn Close was/is not designed to cater for pedestrian through traffic and I have concerns what will happen if such an access is provided.

Yours sincerely
Teresa Stock
26 Honeythorn Close
Hempsted.

Sent: 31 July 2013 18:56
To: Development Control
Subject: ref 12/00725/out

Dear sirs,

I am writing to you with reference to the proposed new development on the old Hempsted fuel depot. I have lived in Hempsted for 47 years and have seen the amount of houses increase 3 fold.

This is causing major traffic problems for the residents of Hempsted Lane and the village trying to get out of Hempsted by Monk's corner due to the amount of cars, also my neighbours and I have all experienced sewer problems as the current drains cannot take the heavy rain downpours, I have spent many an hour in the heavy rain sweeping the water and sewerage out of my garage. We do not need any more houses in the area as this will only add to the problems.

Yours faithfully,

Mr M Whitehouse
65 Hempsted Lane
Gloucester

Sent: 01 August 2013 09:58
To: Development Control
Subject: Ref 12/00725/out

Dear sirs

I refer to the above planning application for ground at the old fuel depot in Hempsted. As a Hempsted resident I view this proposal with dismay and alarm. The area in and around the old village has seen considerable development over the last 10 to 15 years, so much so that it is in very real danger of destroying the village feel and character of Hempsted, we are like a small island surrounded by a sea of development. This proposal is a development too far. We already have considerable problems with traffic exiting and returning to the village at peak times and the addition of 85 houses at this site, coupled with proposed developments further along the east side of Hempsted lane will prove to be the straw which breaks the camels back. The county council have already had to revise plans to develop Hempsted School because of fears over traffic problems in the village. In my view this is not a suitable site for housing development and the City Council should stand firm and refuse permission. Please note my objection to this proposal.

Yours sincerely

William C Cowie
Hempsted GL2 5LN

27 July 2013. Ref: 12/00925/OUT.

Dear Sir,

I wish to reiterate my objection to the application to build 85 dwellings on the site of the old Tree Depot in Lower Hempsted Lane. My objections are unchanged since the previous applications were made.

- ① The unsuitability of the site with its contamination in the past.
- ② The inadequate exit road onto an already very congested roundabout.
- ③ The increasing overdevelopment of Hempsted which is impairing the environment, in many ways.
- ④ Overload of local services (schools, drainage services, parking)

Yours faithfully

BUSINESS SUPPORT
SERVICES
- 1 AUG 2013

29th July, 2013.

Mr. Bob Ristic,
Development Control,
Herbut Warehouse,
The Docks,
Gloucester.
GL1 2EQ.

Dear Mr Ristic,

I understand that more housing is planned near the Old Hempsted Fuel Depot.

Hempsted is getting larger and larger. ~~So~~ it will be (if all the proposed planning is executed) a suburb. Some of us think it is better as a village. People in villages usually know each other; I don't know if

people in suburbs do. Maybe
they can't!

So I am asking if you
would please - leave Hempsted
alone! It's plenty big enough -
We like it as it is!

Yours sincerely.

BUSINESS SUPPORT
SERVICES

- 1 AUG 2013

Dear Mr. Kistic,

O.K. regard to the proposed building of more houses on the old Fuel Depot in Hempsted. What a magnificent gesture, reducing the number from 101 to 85. Must you pack in this number to finally sway the village. I have lived in Hempsted since ninety fifty seven, when it really was a village. Now the atmosphere is being gradually eroded as you fill up every available space. The area at the bottom of the cone is already prone

to flooding as happened a few years ago, just where the exit is planned. On top of this proposal there are plans to build houses to the east of Hempstead here in spite of the fact that many years ago there was a published illustration promising that the view towards Robinson Hill would never be obstructed but which is now planted with trees.

I hope that this letter is one of many.

Yours Sincerely

J. ROWDEN

BUSINESS SUPPORT
SERVICES

- 1 AUG 2013

30 July 2013

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

Dear Sir

12/00725/OUT

I write to confirm yet again my utter disbelief that yet another application has been submitted to build 85 houses on the Old Fuel Depot off Hempsted Lane.

Similar applications have been thrown out at previous meetings on several major points of which you are fully aware.

I strongly disagree with the application and wish to lodge my feelings in relation to getting this application thrown out again.

Surely you at the Council must see that we in Hempsted are saturated, people and vehicle wise, and our roads around cannot take any more. It would be interesting to know how you hope to control this situation, especially in view of the proposal put forward to build 80 houses on the East side of Hempsted as well. No extra school, no doctors, no dentist, nothing much for the youngster to do except get up to mischief because they are bored.

The traffic will just be beyond comprehension. You should have built a motorway through!!

Kevin Stafford - Pruett

BUSINESS SUPPORT
SERVICES
- 1 AUG 2013

30 July 2013

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

Dear Sir

12/00725/OUT

I write to confirm yet again my utter disbelief that yet another application has been submitted to build 85 houses on the Old Fuel Depot off Hempsted Lane.

Similar applications have been thrown out at previous meetings on several major points of which you are fully aware.

I strongly disagree with the application and wish to lodge my feelings in relation to getting this application thrown out again.

Surely you at the Council must see that we in Hempsted are saturated, people and vehicle wise, and our roads around cannot take any more. It would be interesting to know how you hope to control this situation, especially in view of the proposal put forward to build 80 houses on the East side of Hempsted as well. No extra school, no doctors, no dentist, nothing much for the youngster to do except get up to mischief because they are bored.

The traffic will just be beyond comprehension. You should have built a motorway through!!

Maureen Stafford-Pruett

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

1st August 2013

Dear Sir,

Re: Hempsted Fuel Depot

I understand that there is an application for planning consent to build 85 houses on the above named site.

I further understand that applications have been put in before but rejected due to the strength of complaints from local residents.

I wish to protest about the current planning application. Hempsted has seen enormous expansion in recent times and in my view does not need any further houses.

Hempsted does not have the facility for further properties. There is only one very small School which is already over subscribed. There is no GP Surgery in the village and no other facilities save for a Post Office and of course the new Sainsburys.

As already stated there has been massive development in recent years with the Gallops Development and Monk Meadow.

To build houses on the old Hempsted fuel depot is going to mean access being granted onto Hempsted Lane.

Hempsted Lane is already a busy road and would not cope with further traffic and it would lead to major congestion at the junction at the bottom of Hempsted Lane at Monk Meadow corner. It would almost certainly lead to considerable tailbacks of traffic at peak times and there are no traffic lights or any other means of controlling traffic flow and therefore congestion and build up, on Hempsted Lane is inevitable. In actual fact, at rush hour in the morning it is already difficult coming out of Hempsted Lane onto the ring road by Monks Corner and this development would simply exacerbate the difficulties that residents already face.

The development would have an impact upon the environment. Hempsted is still (just about) a pleasant village with an almost semi rural feel. There are still fields and meadows around the village. This planning application would seriously impact upon the general environment. There are other developments planned along Hempsted Lane such as the site at Gordon League and the meadow land to the North of Gordon League. If these applications are granted then the whole feel and nature of the village will be seriously damaged.

In addition, students from Gloucestershire College cause difficulties on Hempsted Lane by parking on the side of the road almost back to Gordon League Rugby Club and this means that traffic coming down Hempsted Lane often has to wait for oncoming traffic and vice versa.

For all of the above reasons and to preserve the nature and character of Hempsted I believe that this planning consent should not be granted.

Yours sincerely

PAUL GRIFFIN

Bovale Planning Application Ref: 12/00725/OUT

I, Donald Stockwell of 3 High View, Hempsted, object to this application on the following grounds:

1. There should not be an emergency exit onto Honeythorn Close. At the time of the first application for this site, Hempsted Residents Association contacted all the emergency services and none of them required this exit. I cannot imagine that they have changed their opinion since then.
2. The density of housing is, in my opinion still too high.
3. I can find no mention of a section 106 contribution for education, traffic etc. If that statement is correct, then I object to the application on that count as well.
4. The western site boundary, should be more secure, to prevent access to the area containing MOD oil tanks.
5. The latest site plan does not show the complete western boundary of the MOD site. It would appear that the east west footpath cycle way route goes to that boundary. As there is only a public footpath on the western side of the boundary, cyclists would not be allowed on the footpath. Therefore the cycle way should only commence, in an easterly direction, in the vicinity of the houses.
6. The foul water sewerage pipe that this site would connect to, has problems at the south end of Hempsted. Until that problem is cleared, no further development should be added to the system, in my opinion.
7. Traffic at the Monk Meadow corner is already very heavy at rush hour times. Some minor accidents have occurred. South bound traffic wanting to enter Hempsted Lane in collision with northbound bypass traffic. Therefore money should be provided to make the junction safer, for example, the northbound traffic lanes on entering the roundabout should be marked as a box junction.

However, I applaud an application for a brown field site rather than a green field site, but the current proposed layout still requires further changes.

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mrs Sharon Lock.

Dear Mr Ristic I am reiterating what my wife has already sent to you regarding our objection to the proposed planning. I strongly object to this proposal for the new housing estate. A modern housing estate with a different architectural style, will change the character and feel to the village and will be an eyesore, especially three storey buildings. The proposed entrance will have a massive impact on the amount of traffic in Hempsted Lane as it has to come into the lane before exiting onto the roundabout on the main road. This will also impact on my house as the proposed entrance is opposite my driveway, and could effect the market value as we are currently not overlooked and the road is fairly quiet! which is one of the reasons we chose to buy here. Had an estate been opposite, I would not have bought the house, and therefore, if I feel this way any future purchasers' could view it in the same way. I am also concerned about the potential of flooding, as the proposed site will be raised and that means we will be on a lower level, so the chances of us flooding would increase. Although the reports say that in the past, flooding has been a rare occurrence, we all know that in these current climates, localised flooding is becoming more and more frequent. In 2007 the water rose to just below the step on the front door. I think there are enough new houses being built in the area already. Kind regards Evan Lock

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

. Mrs Sharon Lock
1 Hempsted Lane
Gloucester
Gloucestershire
GL2 5JN

Our Ref: DMJ-WR07-11899B
Your Ref: 12/00725/OUT

5th December 2012

Planning Department
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Sirs

Re: Old Hempsted Fuel Depot, Hempsted Lane, Gloucester

I write on behalf of the owners of the former Daff Imperial Commercials premises lying immediately to the south of the above site.

You will be aware that my clients have recently submitted an application for the re-configuration and extension of the vehicle repair and sales centre at 26 Hempsted Lane, Gloucester (your ref. 12/00995/FUL), it is understood that in response to that application you await feedback from your Environmental Health Department regarding the potential impact of the proposals at 26 Hempsted Lane upon the **proposed** adjoining housing development upon the former fuel depot site.

I further understand that the promoters of the former fuel depot site have objected to my client's planning application on the grounds of potential noise and disturbance.

You will appreciate that 26 Hempsted Lane is an existing commercial activity operating under Use Class B2. There are no planning conditions restricting the hours of operation or extent of usage within the site, i.e. activities may be undertaken either within or without the existing buildings on site.



The bringing back into use of this commercial site (whether re-configured and extended as proposed or not) has the potential to cause disturbance to the amenities of future residential occupiers if your Authority approve consent for the adjacent housing development without first ensuring that the proposed dwellings are adequately protected from potential noise and light pollution.

Whilst my client has no objection to the adjoining site being redeveloped for residential purposes, it is incumbent upon your Authority to ensure that any new use (particularly a use with more sensitive occupiers than the previous land use) is afforded suitable and adequate protection for future residents.

The duty to protect future residents falls squarely upon you as the approving Authority and it is your duty to ensure that suitably worded planning conditions, or preferably a Section 106 Agreement, seek to provide appropriate acoustic protection to ensure that the existing commercial use of my client's premises will not be fettered by the grant of planning permission for a sensitive use close by.

I have considered the representations submitted in response to my client's application by Messrs Harris Lamb and I agree with the Consultant's comments set out in the fourth paragraph insofar as, I consider that the promoters of the adjoining residential scheme should appoint a professionally qualified Noise Consultant, in order that your Council has sufficient information in order to determine the potential noise impact of the existing industrial site (and how it could legitimately be used in the future) upon future residents of the proposed housing scheme.

The fact that the site is allocated for housing and included within your Authority's five year housing supply figures is totally irrelevant.

Paragraph 21 of the NPPF, encourages your authorities to:

“Support existing business sectors, taking account of whether they are expanding or contracting and where possible identify and plan for new or emerging sectors likely to locate in their area.....”

Paragraph 123 goes on to confirm at bullet point 3:

“Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established”.

26 Hempsted Lane is an established business use which could recommence without reference to your Authority. The site could legitimately operate (subject to the provisions of the Environmental Protection Act 1990 and other relevant law) without restriction, thus to ensure that there is a proper and appropriate mix between employment uses and housing provision your Authority should ensure that existing businesses are as far as practicable unencumbered by new adjacent uses.

In conclusion, and whilst it is unproven whether the existing use of 26 Hempsted Lane will cause disturbance to the adjacent residential development site, my clients object to this development on the grounds that to grant planning permission would potentially unreasonably restrict the existing use of 26 Hempsted Lane.

It is not proposed to enlarge the 26 Hempsted Lane site, indeed the provision of new buildings will in practice reduce the risk of noise outbreak rather than increase it.

It is thus inconsistent with good planning practice to require an applicant seeking consent to reconfigure and extend buildings to provide an Acoustic Report to justify an as yet un-approved housing scheme upon the neighbouring site. It is for the promoter of the adjacent housing development site to demonstrate to the satisfaction of your authority that future occupiers of the proposed dwellings will not be affected by existing noise producing activities.

Subject to your Environmental Health Officer accepting that future residential occupiers of the neighbouring housing development site will not be impacted by the use of 26 Hempsted Lane, then my client would willingly withdraw this objection.

In the meantime and until such confirmation is received we must urge your Authority to refuse consent on the basis that the Acoustic Report submitted with that application is now some 3 years old and this in part based on data some 5 years old. The acoustic report does not address how my client's site may be used in the future.

We consider it is unsafe for your authority to approve this application until such time as an updated acoustic report based upon actual acoustic readings and acoustic modelling of potential noise activities is submitted to and approved by your authority's environmental health officers.

Should your consider granting consent for additional housing which could fetter my client's ability to operate this existing commercial site for its legal use then you put at severe risk the potential creation of new job opportunities, this in turn would result in the loss of jobs away from Gloucester.

If you feel a meeting would be appropriate I am happy to attend at your offices to discuss the above.

Yours sincerely
For and on behalf of Evans Jones LLP



D M Jones MRTPI MRICS
Chartered Town Planner
Chartered Surveyor



From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Old Hempsted Fuel Depot 12/00725/OUT
Date: 30 July 2013 09:19:54

Please index as represent and comments

Caroline Troughton

From: STEPHEN LAWRANCE
Sent: 29 July 2013 11:03
To: Development Control
Subject: Old Hempsted Fuel Depot 12/00725/OUT

Dear Mr Ristic

Further to the above application, although the number of dwellings has been reduced from 101 to a proposed 85 my concerns still remain as per my letter of objection in July 2012 these are namely

Honeythorn Close is a cul de sac and should remain that way

Honeythorn Close would become a "rat run" and/or cut through from any new development

There is no indication that the developers are providing any funds towards any infrastructure

Local school already over subscribed

Existing sewerage system in Hempsted has difficulty in coping with existing volumes of waste

Difficulty in exiting Hempsted Lane onto Monks Corner roundabout

Monks Corner roundabout has suffered flooding in the past

I strongly object to the proposed application.

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Old Hempsted Fuel Depot 12/00725/OUT
Date: 30 July 2013 09:20:51

Please index as comments and rep

Caroline Troughton
Business Support Manager
Business Support Service

From: STEPHEN LAWRENCE
Sent: 29 July 2013 11:31
To: Development Control
Subject: Old Hempsted Fuel Depot 12/00725/OUT

Dear Mr Ristic

I strongly object to the proposed development, I am very concerned about the contaminated land being disturbed causing health problems. The land has been taken over by wildlife and should be left undisturbed.

Hempsted residents have had and still have enough disruption, constant noise from new ring road, the tip, seagull scarers and smells, noise from developments still on going, parking in Hempsted Lane, access out of Lane, constant litter etc.

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Planning objection ref 12/00725/OUT
Date: 30 July 2013 09:26:54

Pls index rep and comments

Caroline Troughton
Business Support Manager
Business Support Service

-----Original Message-----

Sent: 27 July 2013 14:28
To: Development Control
Subject: Planning objection ref 12/00725/OUT

I wish to lodge my objection to the proposal to build 85 dwellings on the Old Hempsted Fuel Depot. Hempsted must remain a village, there is not enough infrastructure for those dwellings and the has been known to flood on occasions.

Roger Neale

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW:
Date: 30 July 2013 09:31:59
Importance: High

Please index as comments and rep

Caroline Troughton
Business Support Manager
Business Support Service

From: Karen Barnes
Sent: 28 July 2013 22:59
To: Development Control
Subject:
Importance: High

UPRN: 010007305471 - Bovedale Limited - Old Hempsted Fuel depot

Please be advised that I am opposed to any development on the above. There have been so many houses and flats built in Hempsted in the last 15 years or so that the village has more than doubled in size. There is still building work going on!

Another big concern is opening Honeythorn Close up to pedestrian access. Honeythorn Close is a cul de sac. I did not buy my house in a quiet cul de sac to have it opened up as through access at a later date. Presently it is nice, quiet and safe for my children. If there is to be further development do not chase the status of existing closes etc. I am more concerned about opening up Honeythorn Close than building more houses!

Hempsted School is a very popular school already and is not big enough to cope with a larger intake. There is also the increased traffic to take into consideration. Even now it gets extremely congested during busy periods to get out of the village at the roundabout.

Finally are there no restrictions with building close to Newark House as it is a listed building?

Regards

Karen Barnes

Mr B. Ristic
Development Control
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Sirs,

Planning Ref. 12/00725/OUT

I wish to register my objections to the planning application by Bolvare Homes to build 85 dwellings on the old Hempsted Fuel Depot.

I have been a resident in Hempsted Lane for 58 years and the amount of new building that has taken place in the last 10 is phenomenal. We have become a small town rather than the small village that it was supposed to be. I don't believe that we have the infrastructure to sustain the amount of housing being proposed with this application and as I understand it a further application for an additional 50 – 60 houses to the east of Hempsted Lane. We have one small village school and that's about it. We have no other services within the village.

I also have concerns that the access to this new development will increase the amount of traffic on what is already a very busy lane.

We need to draw the line at the amount of building being proposed for this area. Keep our village as a village and not another small town.

Yours sincerely,

Mrs B. A. Renton

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Mr Bob Ristic - Ref: 12/00725/OUT
Date: 30 July 2013 11:55:07

Please index as comments and represen

Caroline Troughton
Business Support Manager

-----Original Message-----

From: Rachel Thomas
Sent: 27 July 2013 15:25
To: Development Control
Subject: FAO: Mr Bob Ristic - Ref: 12/00725/OUT

Dear Mr Ristic,

Re: Hempsted Lane.

Hempsted Lane is called a Lane because essentially, that is what it is. It will not be capable of sustaining the increases amount of traffic the proposed dwellings will bring. With on road parking, it is not a free flowing road and driving along it, as it is, requires careful negotiation. Also, the Lane itself does not lend itself to alteration to cope with the increased traffic problems, should this build go ahead.

We already have a tremendous amount of traffic noise coming from the new bypass that runs through 'old & new' Hempsted. The increased traffic will undoubtedly insure that we are completely surrounded by the droning sound of engines. It seems that developers are unconcerned of the environment that they create for residents, once they have made their money and left. Even if they do roll out plans in the initial stages of how wonderful it will be.

I assume the developer has not tried to negotiate Hempsted Lane at the opening and closing of the school. The large amount of traffic, parked cars and children in such a small area makes it difficult and dangerous. The planned extension of the school is going to cause it's own problems, without an increased number of cars trying to get in and out

Hempsted and Upton are now the only pleasant 'villages' left in Gloucester. Is it the council's plan to let Gloucester be turned into one large Kingsway?. Gloucester is an historic city but one the developers seem hell bent in turning into a concrete jungle.

The older houses in Hempsted are full of character, the front gardens are large (and if built nowadays at least two more houses would've been shoved on them), and beautiful. Despite new houses popping up, the village and its residents are still managing to hang on to it's character, but now, what with the development of 'new Hempsted', they need the help of the council to stop that character disappearing completely.

And as for the proposed site. Apart from the issues of the traffic from the development will have on the roundabout it is adjacent to, it is right next to a large industrial estate and the Gloucester tip. Is that really the ideal place to build homes?

Will we be left with unsaleable houses and the difficulties that can bring?

I urge you to reconsider this planned application and leave the Old Fuel Depot as the partition between homes and Industry and to the wildlife that has made its home there, even if the foxes are a nuisance!

Yours Sincerely,

Rachel Thomas

Hempsted Lane.

Dear Mr Ristic,

The final rites for Hempstead would be if the Fuel Depot fell to the greedy builders. They make their bucks and go. We know.

The little road past Hilton Close, harassed by traffic "improvements", is already jammed at peak times. We wait for 20+ cars to exit at the junctions. The G.C. parking jams both sides at times; The School traffic ignores all traffic rules, Mums are in a hurry!

Fuel Depot houses would produce 2 more junctions and complicate driving even more.

Also for the Hempstead we knew sixty years ago! You can stop this final (?) blow.

NEIL PHILLIPS

Mr Bob Ristic
Development Control
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

**BUSINESS SUPPORT
SERVICES
30 JUL 2013**

July 29, 2013

Dear Mr Ristic

**85 Houses on old Hempsted Fuel Depot
REF. 12/00725/OUT**

With regard to the above application, I strongly object for the following reasons.

- I live in Hempsted village and feel that the increase in traffic and inhabitants will greatly effect the quality of life in the village.
- The local school, Hempsted C. of E. Primary School, will be unable to cope with the increased population.
- The proposed entrance into the site is too near to Monk's Corner and therefore will cause a backup of traffic during busy periods, which will make it a nightmare for the rest of old Hempsted to exit onto the bypass.
- I have concerns that the development may contain a specified housing designated for Social Housing, which may in turn be detrimental to the area and develop into another Kingsway, where we previously lived.
- Finally, I do not understand the need for another 85 houses in the Gloucester area as other developments are already in place, such as Kingsway and Monks Meadow, and have houses under development which are not selling.

Yours sincerely

Neil Phillips

NATHALIE GARDNER-MEDWIN



Mr Bob Ristic
Development Control
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

**BUSINESS SUPPORT
SERVICES
30 JUL 2013**

July 29, 2013

Dear Mr Ristic

**85 Houses on old Hempsted Fuel Depot
REF. 12/00725/OUT**

With regard to the above application, I strongly object for the following reasons.

- I live in Hempsted village and feel that the increase in traffic and inhabitants will greatly effect the quality of life in the village.
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- Finally, I do not understand the need for another 85 houses in the Gloucester area as other developments are already in place, such as Kingsway and Monks Meadow, and have houses under development which are not selling.

Yours sincerely

Nathalie Gardner-Medwin

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Keep Hempsted A Village
Date: 30 July 2013 12:33:01

Please index as represent and comments

Caroline Troughton
Business Support Manager
Business Support Service

From: donna burns [
Sent: 30 July 2013 12:08
To: Development Control
Subject: Keep Hempsted A Village

Dear Mr Ristic,

I am writing to express my objection regarding more housing development near the old Hempsted fuel depot. With all the recent building of the last few years I cannot understand why further housing is necessary in HEMPSTED?

I moved to Hempsted because it is a village. I wanted to live in a place where there was NOT vast areas of housing, traffic and difficulty with access.

I was more than happy with one shop, the school, church and a small community of people. Had I wanted a mixture of social housing and home ownership in a tightly packed area I would have stayed in Quedgeley where I briefly lived before moving to Hempsted.

Hempsted does not want to be part of the urban sprawl spreading from Gloucester city. It is already very challenging with heavy traffic on the bypass and accessibility in and out of the village is becoming increasingly arduous. Hempsted is restricted for access particularly as the Bristol road turning at the bridge is now defunct.

My objection is simply that Hempsted has had enough development. The village cannot manage anymore and does not want anymore.

Yours sincerely,

Mrs D Burns
High View
Hempsted

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: proposed del @hempsted fuel depot
Date: 30 July 2013 13:54:24

Caroline Troughton
Business Support Manager
Business Support Service

From: neville wilkins
Sent: 30 July 2013 13:29
To: Development Control
Subject: proposed del @hempsted fuel depot

I object very strongly to the above app on the grounds that continuing almost uncontrolled development of Hempsted MUST STOP.
You cannot keep adding houses and people with all the SCHOOL, ROAD SYSTEM ,COLLAGE PARKING, STUPID SAUSAGE TRAFFIC SYSTEM ,WHICH IS A NIGHTMARE. and can only be a matter of time before there is a serious accident and possible DEATH!!!!
I would there ask you to take a view of REJECTION and give the long suffering residents of HEMPSTED a break.

Mr N Wilkins High View, Hempsted GL2 5LN

30th July, 2013.

Dear Mr Ristic,

RE: Old Hempsted Fuel Depot. Your reference: 12/00725/OUT.

Thank you for your letter dated 12/07/13.

I refer to my previous objections to the aforementioned proposed development. My stance has not altered one iota; I still object in the most genuine and strongest possible terms as per my reasoning in all previous correspondences.

How on earth any proposal that now includes leaving in the old oil storage tanks can be passed by your department absolutely beggars belief!!

Both you and I know the tanks, together with the surrounding land, is contaminated through its historical and industrial use. We, as residents, are all very well aware of the intensity of the land's contamination. We now know that [additionally] "arsenic" has raised its ugly head.

Do not allow this development ever to go ahead.

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: 00725 Old Hempsted Fuel Depot
Date: 30 July 2013 15:50:04

Please index as comments and represent Ta

Caroline Troughton
Business Support Manager
Business Support Service

From: Louise King]
Sent: 30 July 2013 14:18
To: Development Control
Subject: 00725 Old Hempsted Fuel Depot

Mr Ristic,

My wife and i object to the new plans for 85 dwellings near the Old Hempsted Fuel Depot due to:-

1. Honeythorn Close is a cul-de-sac and the houses are mainly occupied by older people, any access through here could turn it into a "rat-run" and affect overall security.
2. Further increased traffic - It is already difficult for us to access the roundabout at Monks Corner.
3. Increased risk of flooding This area was flooded in 2007.
4. Any development of Hempsted Fuel Depot Site would cause loss of privacy to homes in Honeythorn Close.
5. The existing current new developments in Hempsted have already increased anti-social behaviour, vandalism, litter, dog-mess and noise pollution. Additional development would only worsen the situation.
6. The local village school is currently over-subscribed and produces extra traffic and car parking problems during school term time.

Regards,
Mr & Mrs G King

Hello

Comments have been submitted regarding proposal **Outline application for residential development of up to 85 dwelling units with means of access and public open space. (Appearance, landscaping, layout & scale reserved for future consideration) - (REVISIONS INCLUDE THE REDUCTION IN THE NUMBER OF DWELLINGS PROPOSED FROM 101 TO 85) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.** The following objection was made today by Mr Jonathan Hill.

We are happy with this planning application now the no. of houses have been reduced to 85 as long as the developers make some contributions to local amenities - like contributing towards the expansion of Hemspted Primary School. We would like to strongly object to any access from Honeythorn Close to the site before, during or after building & construction works. Honeythorn Close is a cul de sac and the residents would like to keep it that way - we don't want it becoming a rat run for cars or motorbikes or bikes or pedestrians - locked access for emergency vehicles in the event of flooding on Hempsted Lane should be kept locked at all times - this will also help to prevent rat run crime. Many thanks Jon Hill

Mr Jonathan Hill
10 Honeythorn Close
Gloucester
GL2 5LU

The number of dwellings is now acceptable, provided the developers make a contribution to the expansion of Hempsted Primary School for example. Having lived in Honeythorn Close for some 17 years, we have appreciated the lack of through traffic and the quiet environment. Therefore we would strongly oppose any move to open up the end of the cul de sac to allow any access other than to emergency vehicles in the event of flooding - and definitely no construction traffic. Thank you. Hilary Hill

Mrs Hilary Hill
10 Honeythorn Close
Gloucester
GL2 5LU

I wish to object to the planning application for 85 houses at the Old Depot. Hempsted Lane is already very busy with traffic and at peak times it is very difficult to get onto the main road, without adding to it. There are enough new houses being built around this area and believe that to add even more here is completely unnecessary. The proposed land is a natural habitat for wildlife at the moment and should remain so. Kind regards

Mrs Sharon Lock
1 Hempsted Lane
Gloucester
GL2 5JN

[REDACTED]

Your ref: 12/00725/OUT.

Dear Sir,

I write to voice my objection to the above plan. My main concern being the amount of traffic exiting on to Hempsted Lane so close to the major junction of Hempsted Lane and Seconda way.

Assuming one car per household, this would mean up to 100 cars leaving this site, possibly in the morning peak period,

This plan has already been refused on a number of occasions, and it must be refused again.

Yours faithfully,

[REDACTED]

Mr Rob Ristic,
Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester.

GL1 2EQ.



Dear Sir,

Here I am again writing, using valuable minutes of my time because I do not wish to see up to 100 dwelling units at the old Hempsted Fuel Depot in Hempsted here. No one in their right mind would plan to build on a flood plain (school days geography lessons - the flood plain is there for a reason!) And who would want to live any nearer to a large refuse tip? Please, please, please say no! no! no! to this planning application! Thankyou.

Yours faithfully



Mr Bob Ristic

Gloucester City Council

Herbert Warehouse

The Dock

Page 94

Gloucester

GL1 2EQ

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ



SUPPORT
SERVICES
20 AUG 2012

Date: 22.08.12

Dear Sir

Re: Hempsted Fuel Depo

I understand that there is an application for planning consent to build 100 houses on the above named site. I wish to protest about the current planning application. Hempsted in my view cannot cope with house built in the proposed area.

To build houses on the old Hempsted, fuel depo will increase existing problems that have come about as a direct result of the earlier developments (Gallops Development and Monk Meadow).

Congestion is a major issue already in and on Hempsted Lane. Traffic coming down Hempsted Lane often has to wait for oncoming traffic and vice versa. The proposed site for the new houses are near the County Councils household recycling facility and in my opinion not the right place to build houses, there have been concerns in the past around compromised land due landfills, close to residential housing

There is only one very small School which is already over subscribed. There is no GP Surgery in the village and no other facilities save for a Post Office and of course the new Sainsburys.

For all of the above reasons and to preserve the nature and character of Hempsted I believe that this planning consent should not be granted.

Yours sincerely



MARLENE SIMMS



BUSINESS SUPPORT
SERVICES

28 AUG 2012

22.08.12.

Dear Sir,


Old Hempsted Fuel Depot, Hempsted Lane, Gloucester.

With reference to the Outline Application for the proposed building of 100 homes on this site I strongly object for the following reasons:

- (a) The access and exit to and from the proposed site.

- (b) Hempsted Residents already have difficulty in accessing and exiting Hempsted Lane due to the traffic situation generally, but to put additional traffic on to an already busy lane with access and exit at a busy junction on the SW Bypass, with pedestrian lights, will only cause further problems and is ridiculous.

Yours sincerely,



Mrs. M. W. Taynton.

Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester.
GL1 2EQ.



22 August 2012

Dear Mr Ristic

I am writing to highlight my concerns over the proposed building of 100 homes on the old Hempsted fuel depot.

The high number of dwellings would impact on the amount of traffic converging onto the exit of Hempsted Lane, making it very difficult to enter the traffic flow onto the main road (which at busy times, can take quite a while even with just the Hempsted traffic).

There is also an issue with flooding around that area which appears to suffer when there are high levels of rain water.

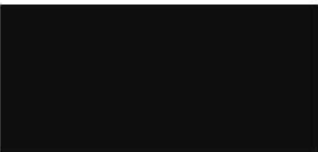
I hope that this application will once again be refused, as nothing has changed since the last application.

Yours sincerely



Sandra Vicker

PROPERTY SUPPORT
SERVICES
20 AUG 2012



22 August 2012

Dear Mr Ristic

I am writing to highlight my concerns over the proposed building of 100 homes on the old Hempsted fuel depot.

The high number of dwellings would impact on the amount of traffic converging onto the exit of Hempsted Lane, making it very difficult to enter the traffic flow onto the main road (which at busy times, can take quite a while even with just the Hempsted traffic).

There is also an issue with flooding around that area which appears to suffer when there are high levels of rain water.

I hope that this application will once again be refused, as nothing has changed since the last application

Yours sincerely



Martyn Robbins

BUSINESS SUPPORT
SERVICES
20 AUG 2012

MRS. I.J. PROSSER
70 Hempsted Lane,
Gloucester -
GL2 5JN

24-08-2012

Mr. Bob Ristic,
Gloucester City Council.

Dear Sir,

Thank you for your letter of 8th August, 2012
ref 12/00725/OUT Old Fuel Depot,
Hempsted Lane, Gloucester.

I have lived at the above address since
November, 1957, and the lower part of
the above site has always been a flooded
area. In 2007 it flooded all across
Hempsted Lane closing the road and the
Southwest Bypass. This should be taken
into consideration when allowing the
development of this land.

Also, to allow 100 houses to be built here,

with a possibility of 100 cars turning into Hampstead Lane, will cause problems, unless there are traffic lights.

Yours faithfully,

A J Prosser

Dear Mr Ristic

I am writing this letter appose the application for the proposed housing near the old fuel depot in Hempsted. We live in a lovely peaceful little village but if the developers keep building houses all around us we will be swallowed up into the city. There will be more traffic especially at the roundabout, there will be more people parking in Hempsted lane (which is bad enough already) and it will devalue the properties in the area. You have got to remember that a lot of the residents here are elderly and have lived here in this little village most of there lives and all this change turning their village into a busy suburb is not fair. If this planning goes ahead it will keep on happening and we will be stuck in another matson

Yours hopefully

N Patrick a Hempsted resident

Sent from my iPad

I object to this application and wish my earlier comments dated 1 September 2010 to apply. The developer has progressively reduced the numbers of dwellings in a desperate effort to get these unacceptable plans through the approval process. However, the reduction in numbers is simply a ploy to bypass the local planning approval and get to an appeal. This is a rather dubious use of the rules and definite waste of council funds having to reassess the application each time. The fact remains that the local education, transport and utility infrastructure is not in place to support any increase in Hempsteds housing numbers therefore this application must be rejected

Mr Terry Stevenson
41 Hempsted Lane
Gloucester
GL2 5JS

We feel it is unacceptable to consider this latest proposal for the following reasons:

- * Honeythorn Close is a cul-de-sac and the houses are mainly occupied by older people, any access through here could turn it into a "rat-run" and affect overall security.

- *Further increased traffic - It is already difficult for us to access the roundabout at Monks Corner.

- *Increased risk of flooding This area was flooded in 2007.

- *Any development of Hempsted Fuel Depot Site would cause loss of privacy to homes in Honeythorn Close.

- *The existing current new developments in Hempsted have already increased anti-social behaviour, vandalism, litter, dog-mess and noise pollution. Additional development would only worsen the situation.

- *The local village school is currently over-subscribed and produces extra traffic and car parking problems during school term time.

- *It would appear that the Developers have not offered any money towards the local community, and no mention of any Section106 monies.

- *Proposed site is looking to be completely overdeveloped.

Please accept this letter as a formal objection to the Application.

Mr.&Mrs.S.D.Lawrance, 20, Honeythorn Close, Hempsted, Gloucester GL2 5LU

Dear Sir

We would like to record our concerns re the above development within hempsted fuel depo.

I have a number of concerns re more housing development within this area :

1. The school presently is NOT BIG enough. It has class rooms with the maximum number of children in it. As a parent Govener i am aware that the LEA have apporached the board regarding making the school bigger. the original plans were ridiculous and not thought through at all - with no extra toilet facilites etc, and the assembly hall (an important part of a village C of E school) was not extended. the second plans were an improvement however nothing at this stage has been agreed, and is unlikely to be agreed within the forseable future - this despite further developments already continuing within Hempsted and talk of the selling of Gordon League field for further development!

2. not only are the classes too small to accomodate further numbers - the roads around the school are already dangerously overloaded at school drop off and pick up , and no other access road is avaiable at this time. Often the police are required to stand outside the school to monitor traffic - and if a funeral is on at the church this is much much worse.

3. The traffic along the lane will worsen also , and access out on to the main bypass route will also worsen backing up the lane.

4. The facilities in the village are certainly not developed enough to cater for extra numbers ie school, very little park facilities.

We have grave concerns regarding any development on this land also due to previous flooding in that area.

we would be grateful if you could take these concerns into account when considering this re application .

Kind Regards

Sally jason kate Thomas and Emily Hayes
Concerned residents / parents and children 57 Hempsted Lane Gloucester

Our Ref: DMJ-WR07-11899B
Your Ref: 12/00725/OUT

5th December 2012

Planning Department
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Sirs

Re: Old Hempsted Fuel Depot, Hempsted Lane, Gloucester

I write on behalf of the owners of the former Daff Imperial Commercials premises lying immediately to the south of the above site.

You will be aware that my clients have recently submitted an application for the re-configuration and extension of the vehicle repair and sales centre at 26 Hempsted Lane, Gloucester (your ref. 12/00995/FUL), it is understood that in response to that application you await feedback from your Environmental Health Department regarding the potential impact of the proposals at 26 Hempsted Lane upon the **proposed** adjoining housing development upon the former fuel depot site.

I further understand that the promoters of the former fuel depot site have objected to my client's planning application on the grounds of potential noise and disturbance.

You will appreciate that 26 Hempsted Lane is an existing commercial activity operating under Use Class B2. There are no planning conditions restricting the hours of operation or extent of usage within the site, i.e. activities may be undertaken either within or without the existing buildings on site.



Royal Mews
St. Georges Place Cheltenham
Gloucestershire GL50 3PQ

The bringing back into use of this commercial site (whether re-configured and extended as proposed or not) has the potential to cause disturbance to the amenities of future residential occupiers if your Authority approve consent for the adjacent housing development without first ensuring that the proposed dwellings are adequately protected from potential noise and light pollution.

Whilst my client has no objection to the adjoining site being redeveloped for residential purposes, it is incumbent upon your Authority to ensure that any new use (particularly a use with more sensitive occupiers than the previous land use) is afforded suitable and adequate protection for future residents.

The duty to protect future residents falls squarely upon you as the approving Authority and it is your duty to ensure that suitably worded planning conditions, or preferably a Section 106 Agreement, seek to provide appropriate acoustic protection to ensure that the existing commercial use of my client's premises will not be fettered by the grant of planning permission for a sensitive use close by.

I have considered the representations submitted in response to my client's application by Messrs Harris Lamb and I agree with the Consultant's comments set out in the fourth paragraph insofar as, I consider that the promoters of the adjoining residential scheme should appoint a professionally qualified Noise Consultant, in order that your Council has sufficient information in order to determine the potential noise impact of the existing industrial site (and how it could legitimately be used in the future) upon future residents of the proposed housing scheme.

The fact that the site is allocated for housing and included within your Authority's five year housing supply figures is totally irrelevant.

Paragraph 21 of the NPPF, encourages your authorities to:

“Support existing business sectors, taking account of whether they are expanding or contracting and where possible identify and plan for new or emerging sectors likely to locate in their area.....”

Paragraph 123 goes on to confirm at bullet point 3:

“Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established”.

26 Hempsted Lane is an established business use which could recommence without reference to your Authority. The site could legitimately operate (subject to the provisions of the Environmental Protection Act 1990 and other relevant law) without restriction, thus to ensure that there is a proper and appropriate mix between employment uses and housing provision your Authority should ensure that existing businesses are as far as practicable unencumbered by new adjacent uses.

In conclusion, and whilst it is unproven whether the existing use of 26 Hempsted Lane will cause disturbance to the adjacent residential development site, my clients object to this development on the grounds that to grant planning permission would potentially unreasonably restrict the existing use of 26 Hempsted Lane.

It is not proposed to enlarge the 26 Hempsted Lane site, indeed the provision of new buildings will in practice reduce the risk of noise outbreak rather than increase it.

It is thus inconsistent with good planning practice to require an applicant seeking consent to reconfigure and extend buildings to provide an Acoustic Report to justify an as yet un-approved housing scheme upon the neighbouring site. It is for the promoter of the adjacent housing development site to demonstrate to the satisfaction of your authority that future occupiers of the proposed dwellings will not be affected by existing noise producing activities.

Subject to your Environmental Health Officer accepting that future residential occupiers of the neighbouring housing development site will not be impacted by the use of 26 Hempsted Lane, then my client would willingly withdraw this objection.

In the meantime and until such confirmation is received we must urge your Authority to refuse consent on the basis that the Acoustic Report submitted with that application is now some 3 years old and this in part based on data some 5 years old. The acoustic report does not address how my client's site may be used in the future.

We consider it is unsafe for your authority to approve this application until such time as an updated acoustic report based upon actual acoustic readings and acoustic modelling of potential noise activities is submitted to and approved by your authority's environmental health officers.

Should your consider granting consent for additional housing which could fetter my client's ability to operate this existing commercial site for its legal use then you put at severe risk the potential creation of new job opportunities, this in turn would result in the loss of jobs away from Gloucester.


If you feel a meeting would be appropriate I am happy to attend at your offices to discuss the above.

Yours sincerely

For and on behalf of Evans Jones LLP



D M Jones MRTPI MRICS
Chartered Town Planner
Chartered Surveyor



Ref: 12/00725/OUT

Objection:

Dear Sirs

I wish to object the above Bovale development near the Old Hempsted Fuel Depot as Hempsted must retain its separate identity and uniqueness as a village. We residents of Hempsted wish to retain both the historical and cultural aspects and keep the semi rural status it still enjoys bordering the outskirts of Gloucester, but separate from it. We are currently at saturation point in terms of the infrastructure around the village and I believe there are not sufficient plans in place to support existing planned development in terms of doctors, dentist, and school places let alone the capacity of Hempsted Lane itself to take extra traffic and sewage outflow. No provisions are being made for cycle tracks to enable safe cycling to take place. The current junction/exit of Hempsted Lane and Secunda Way has already been ill-thought through with traffic on the main road blocking our exit at peak times.

On this basis I strongly oppose this development.

Hempsted Lane Resident

12/00725/OUT

I object to this application on the following Grounds: The proposed development of 85 dwellings is too dense and not in keeping with the adjacent part of Hempsted; The education provision, local roads and access on to existing roads cannot support the increases that the development will bring. The application has no mention of how much S106 contributions will be made but I suspect that with the reduction in number of houses proposed the contribution, if offered, will be much reduced. This site is a most unsuitable one for housing development containing as it does such large quantities of contamination from its former life as an MoD Oil Depot. Bovale appear to be getting a little desperate signalled by their reductions in numbers from what I remember was 150+ down now to 85 and my reading of the accompanying paperwork is that no effort has been made to reassess or redraft any of it. My summary is this a bad site with a bad proposal, lets not follow suit by making a bad decision to approve it.

Mrs Amanda Stephenson 41 Hempsted Lane Gloucester

Your Ref 12/00725/00T

27/08/2012

Dear Mr Ristic,

I wish to lodge an objection to the above application for the following reasons-


1/ Overdevelopment of this constrained site.

2/ The proposed emergency/pedestrian access into Honeythorn Close will mean a severe loss of amenity to those who live in what is now a quiet cul de sac.

3/ The proposed access to the development will be hazardous to all users.

4/ The lack of S106 contribution to the local primary school which will clearly be placed under greater numbers pressure.

Yours sincerely



28th August 2012-08-28

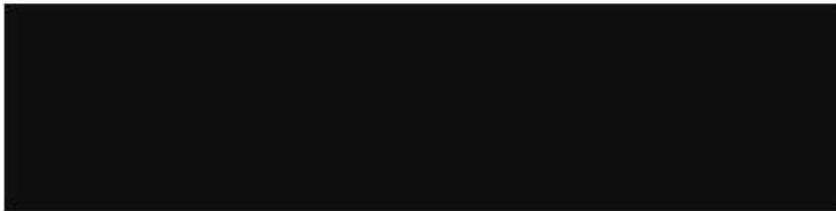
Mr B Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Mr Ristic

I am writing to you regarding the potential development of 100 houses on old Hempsted Fuel Depot, which is on the end of Hempsted Lane in which I reside.

I want to raise my concerns with you, and your councillors about this potential development. I feel that this will cause issues with traffic and access at the bottom of the lane, already this junction is busy and additional housing on the lane would add to this problem. Also I feel that Hempsted has already had a large amount of housing built in the village over the past few years and that this is further development is therefore unnecessary.

I hope that you will consider the objections when making your decision on this application.



Gareth Steer

Ms T Seymour

28th August 2012, 08:28

Mr B Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Mr Ristic

I am writing to you regarding the potential development of 100 houses on old Hempsted Fuel Depot, which is on the end of Hempsted Lane in which I reside.

I want to raise my concerns with you, and your councillors about this potential development. I feel that this will cause issues with traffic and access at the bottom of the lane, already this junction is busy and additional housing on the lane would add to this problem. Also I feel that Hempsted has already had a large amount of housing built in the village over the past few years and that this is further development is therefore unnecessary.

I hope that you will consider the objections when making your decision on this application.

Yours sincerely

Tina Seymour

Mr Bob Ristic

Jennifer Newbury

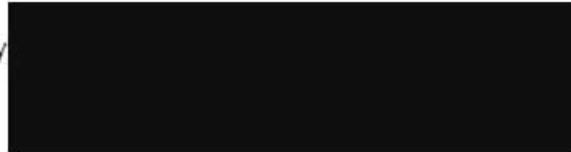
Gloucester City Council,
Herbert Warehouse, The Docks,
GL1 2EQ



Dear Bob Ristic,

The proposed building of 100 houses on the old fuel depot
Will be an extra strain on the local school for extra places for children. The traffic
Will increase along the lane to the village which is already very busy now. Also
People living very near to a landfill cannot be healthy . This area is totally unsuitable
For housing please do not let this happen.

Yours sincerely



Mr Bob Ristic

David Newbury

Gloucester City Council,

Herbert Warehouse, The Docks,

GL1 2EQ

Dear Mr Rustic,

The last thing Hempsted needs is extra houses on the old Fuel depot. That area is difficult for Hempsted car drivers to get on to the bypass now, There could be two cars per household to add to the chaos of trying to get on to the Bypass aswell. Hempsted is now built to capacity we do not want any more houses. Surely it is not suitable to build dwellings near a landfill anyway.

Yours sincerely_

Karen Barnes



Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

BUSINESS SUPPORT
SERVICES

27th August 2012

29 AUG 2012

Dear Mr Ristic

Your Reference: 12/00725/OUT

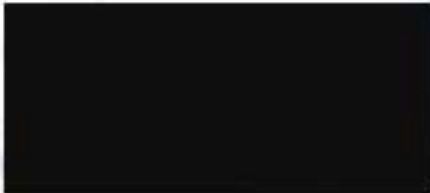
With reference to the application for 100 dwelling units at the Old Hempsted Fuel Depot, I am opposed to the application AGAIN! I am unhappy with the proposal to build yet more houses. Bovale keep reducing the number applied for and appealing. My main concern is to open up for 'emergency access and pedestrians' thus changing Honeythorn Close into a through road. My reason for moving into Honeythorn Close was it being a quiet cul de sac, this will change this. I have two young children who presently can play outside our home. If this goes ahead I will look into moving despite my children being happy at Hempsted School. I assume Bovale are now looking to contribute to education in the area and the catchment area for Hempsted School will become smaller to facilitate the recent development in Hempsted?

Is there a maximum number of appeals or changes to the application that can be made or will we be still be going through this process if they are unsuccessful in the application for several years to come?

Yours sincerely



KAREN BARNES



Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Dock
Gloucester
GL1 2EQ

Dear Mr Ristic

Re 100 House on Old Hempsted Fuel Depot

I write to complain about the proposed building on the above site in Hempsted.

I have lived in Hempsted for 40 years and cannot believe the amount of housing that has been allowed in the area. Surely there are enough houses on the new bye pass already.

We have great difficulty getting out of Hempsted Lane by Sainsbury's at all times, and another 100 cars (at least) will make it almost impossible.

I would ask that this application is refused

Yours sincerely



Monica Hall



**Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Dock
Gloucester
GL1 2EQ**


Dear Mr Ristic

Re Old Hempsted Fuel Depot

I write to complain about the proposed building on the above site in Hempsted. It is very hard to get out into the traffic at the Sainsbury's junction already especially when the students are in college and they park up the Hempsted Lane.

I think that Hempsted has had more than its share of new houses built and ask that this application is refused

Yours sincerely



Patrick Hall

Aug 25th 2012.

Your Reference 12/00725/OUT - Old Hempsted
Fuel Depot.

Dear Sir,

Thank you for your letter of
August 8th regarding the Old Hempsted
Fuel Depot and application for residential
development

I wish to register my protest to
any development at the site - do add further
houses there (which would mean another 100
or more cars at the very least do have to
filter into Secunda way - the hold up
there is bad enough to get into the main
stream of traffic and no traffic lights.
Also the land floods and more houses
wouldn't help the situation. There would
need to be an extension to the school to
accommodate the extra children who would
be living there. yours faithfully

Andrew Chick



18th December 2014

Dear Mr. Ristic,

I write to object to the proposed development on the old MOD site in Hempsted.

Contrary to what most people imagine a brown field site to look like, the old MOD site is very much a green field site when viewed in person. It is a haven for wildlife and serves as a green boundary between the north west part of Hempsted and Gloucester itself. Hempsted and the road running through it is currently a quiet backwater which feels away from Gloucester city and still has a quiet village feel to it; this was just one of the reasons why we moved here in July 2014. With the one already approved development and another probably going to be proposed, the traffic and population increase could be considerable and Hempsted may well lose that village feel. With another development at the north end, Hempsted will feel completely swallowed up by Gloucester city and will be in danger of ceasing to be "Hempsted".

I willingly admit that I'm biased against the development, because as stated, one development has been approved in Hempsted, another most likely to be proposed for behind my house and now this MOD proposal would be in front of it. I bought a house in a quiet country setting and within no time at all, my house could be sandwiched between two housing developments. But my own self-interest does not stop me from having real concerns for Hempsted. If this proposal is approved it would seem that the only parts of Hempsted that aren't being built on are the areas that aren't financially viable to the developers. When is enough, enough? When there is no more green space left in Hempsted? How the residents of Hempsted feel about their village must be taken into consideration and money must not be the biggest driver. I refuse to believe there aren't other sites outside of Hempsted that can't be used.

So regarding the listed status of Newark House. There are many rules and regulations that must be followed when dealing with this house, even to the extent that putting up a small shed in a hidden part of a garden, visible to nobody, requires planning permission. Changing a window frame or altering some small part of the house again requires careful consideration and approval. All of this so that the Newark House and its surroundings are preserved. How then, can a development of 85 houses in front of the house be considered as reasonable? The MOD development will be more or less adjacent to the house and clearly visible, changing its surroundings forever. At the moment, the house feels "in the country", and I would imagine that's how the listing would want it to stay. If the MOD development is approved, Newark House will be surrounded - houses to the south, north and east and the landfill to the west. If that were to happen, it would make a mockery of the listed status and the rules that try to protect it.

In the image below, the circle is Newark House. The shape labelled 1 will be proposed and those houses would block the views to and from Newark House and will partially erode the (albeit limited) country setting. Shape 2 is has been approved. The proposed MOD development labelled 3 is in front of the house and will again be clearly viewable, eroding yet more of the Newark House setting. Surely we should be preserving this, not destroying it.



The picture below shows the development will be clearly seen from Newark House and obviously to the detriment of all the houses to the left of the field. The plans seem to indicate that the gradient of the field would hide the new houses from view, but actually I can see the vast majority of that field and everything will be very visible. The arrow is the direction of view from the pictures on the next pages.



This is the current view from the house towards the Cathedral. It may not look much in this picture, but the MOD site is a boundary between Newark House and Gloucester city and maintains a country feel to the area. This I feel is how the Grade II Listing would like the house to remain.



The area in the red circle is where the proposed MOD development will be. Filling in this area with 85 houses will remove that boundary and change the feel of Newark House forever.



No amount of plans with elevations and drawings, assessments and opinions from a desk can convey just how the development will affect the area and Newark House, so I invite you and those concerned to visit and view for yourself.

I urge the council to refuse the planning application and maintain probably the last little bit of greenery left between Gloucester city and Hempsted. I also ask that the setting of Newark House be preserved.

Regards,

Andrew Chick

Dear Sir

I wish to raise an objection to this proposed application on the basis that the infrastructure of the village is currently overloaded and further development is not sustainable.

The village school cannot accept any further pupil intake and a recent appraisal of the school showed it is not viable to enlarge the school, therefore there is no local school available for residents of this proposed estate.

The current traffic situation causes severe problems during peak times. During school term there is no parking available for parents to drop off or pick up their children, therefore the roads around the school are particularly congested at this time. This causes a serious hazard to residents near the school as it is doubtful that emergency vehicles could get through should there be an incident in St Swithuns, Rea Lane, Chartwell Close or Rectory Lane.

The current sewage system is overloaded, three areas of the village currently experience sewage overflowing. Severn Trent has no plans to replace any of their pipework.

Yours faithfully

Linda Jordan, 4 Chartwell Close, Hempsted

Dear Mr Ristic On behalf of Cory Environmental as an adjacent landowner to the proposed development we would like to make the following comments on application ref: 12/00725/OUT. As you will be aware from earlier representations made on previous housing proposals by the applicant on this site, Cory Environmental operate waste management facilities to the north of the proposed site, which includes the landfill site and a number of separate recycling and transfer operations. In addition to which the Household Recycling Centre for Gloucester is located within the boundary of the landfill site. Our comments relate to the following areas: • Policy and Amenity; and • Traffic and Public Rights of Way. The application makes no reference to the adopted Gloucestershire Waste Core Strategy. In light of the proximity of the site to waste management developments it is considered that this adopted plan should form part of the development plan against which these proposals are considered. In this respect full regard should be given to the policy support in this document (Policy WCS11) to the safeguarding of existing waste management site. Policy WCS 11 safeguards existing waste sites from encroachment or sterilisation by incompatible land uses, and as such needs to be given due consideration in the determination of the application. Reference is also made within Policy WCS11 for the need for local authorities to consult the Waste Planning Authority and we trust this has / will be undertaken with respect to these proposals. Cory considers that the impact of the proposals on the road that connects the Household Recycling Centre and Cory's waste management activities with Hempsted Lane to be a material consideration when determining this application. The vehicular traffic using this road will continue in the long term with the Household Recycling Centre and possibly other waste uses to continue well beyond the life of the landfill. The submitted design of the proposals makes reference to additional public footpaths that will link in with the access road to the north of this site. In particular it proposes additional access points onto and across this road. Heavy Goods Vehicles are predominate users of the access road to the north of the site and in the absence of any discussions over additional access arrangements we have concerns with the indicative layout of the current proposals promoting additional pedestrian access over this road. I trust these comments will be given due consideration and would welcome being kept informed of progress of this application. Yours sincerely Mr B Stansfield

Mr Ben Stansfield
Cory Environmental
3-6 Greyfriars Business Park,
Frank Foley Way
Stafford
ST16 2ST

From: [Terry](#)
To: [Development Control](#)
Subject: Hempsted Residents Association - comments on Planning Application 12/00725/OUT
Date: 25 July 2013 12:47:53
Attachments: [image003.png](#)



25 July 2013

Planning application – 12/00725/OUT

The following are comments on the subject Planning Application from the Hempsted Residents Association:

Old Hempsted Fuel Depot, Hempsted Lane, Gloucester

In addition to comments made on earlier iterations of this application we offer the following additional remarks:

1. The housing density is too high and not in keeping with adjacent or neighbouring parts of Hempsted;
2. There is no indication of S106 monies and given that the dwelling numbers have decreased (again) there seems little prospect of getting any.
3. Developer documentation is out of date and we have no confidence in its accuracy and therefore its relevance to the proposal e.g. particularly the schematic layout still shows a proposed emergency access between the site and Honeythorn close for which there is no requirement.
4. The local infrastructure i.e. roads, drainage and education provision, cannot support the current population let alone an extra 200 or so new residents

Terry Stevenson

Acting Secretary

Tel: 01452 3004115

Email: Terry@hempsted.free-online.co.uk

[Hempsted Online Forum](#): If you would like to share and exchange comments views and ideas about community issues why not join the trial of a new community forum and be part of a new way of keeping in touch with HRA issues, simply logon to www.bit.ly/hempsted-forum and register.

For further information or help,

Email: Dhstockwel@talktalk.net or terry@hempsted.free-online.co.uk

To unsubscribe from further emails from the HRA, [please click here](#)

Dear Mr Ristic,

I am writing this email to appose the application against the proposed development for housing on the old fuel depo in Hempsted. I think this shouldn't be allowed to be built as this is a village, mainly full of elderly residents, and adding a council estate on our doorstep won't help the feeling of our security as they will scare many residents of my community and I think that is unfair as I am already too scared to go to the bottom of Hempsted, which is my own village and that is not a nice feeling to know that I don't feel safe in my own village, without a whole new lot of jobs being added to my area. I also don't like the idea of making the school bigger as that was my primary school and it was nice as it was so small and friendly and safe but if it gets the bigger that aspect will be lost and it won't be a village anymore.

Yours sincerely

I White

14 years old

Resident of Hempsted

T

Bob Ristic,
Planning Officer,
Gloucester City Council.

18th August 2012

Dear Sir,

PLANNING APPLICATION – 12/00725/OUT

We are writing to express objections to the new proposals for the development on the old MoD oil depot site off Hempsted Lane.

1. The number of houses proposed is only one fewer than the last applications and still far exceeds the number envisaged by the local plan.
2. The lack of a S106 contribution is unacceptable given the extra pressure on services – especially the school – of this size and nature of development on Hempsted.
3. While mention is made of there being no adverse effect on the site of the proposed waste transfer station there is no comment about the probable impact of the long-planned relocation of the household waste depot to a point adjacent to the proposed development on the opposite side of the “tip” road, to the impact of lorry and other vehicular noise along that road and to smell nuisance which emanates from the waste site from time to time, sometimes reaching the centre of the city.
4. The proposed “agreed” main entrance into the site is too close to the Monks Corner gyratory system. Given the short distance between the entrance and the gyratory there will be a back-up of traffic during busy periods which will make it nigh impossible for traffic from within the rest of “old” Hempsted to exit onto the bypass without undue delay. This could lead to gridlock due to the kerbside parking which currently takes place during the Glos College term time and the continued flouting of the existing double yellow lines by commercial and lorry drivers calling into the Monks Corner Stores.
5. I have concerns regarding the protection of trees on the site, both in the long term and during the redevelopment phase.

Yours faithfully


For Andrew and Vivien Meads

Mr Bob Ristic,
Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester,
GL1 2EQ



Dear Mr Ristic,

Ref: 12/00725/OUT Application for Outline Planning Permission at the Former MOD site, Hempsted Lane.

I write to object to this proposed development on the basis of the housing density and the high probability of traffic problems at Monk Meadow with access being so close to the traffic island system at the end of Secunda Way.

With the proposed emergency gate into Honeythorn Close there is the possibility of pressure being brought at a later date to keep the gate open to relieve these problems at Monk Meadow if they materialised and create a "rat run" which would not be desirable.

The development as it stands will put additional demands on junior and secondary school places, Hempsted School in particular.

The Option 3 Financial Viability Report dated 26th July 2012 shows that even with nil Affordable Housing the Developers Margin is a mere 0.50%.

Bovale concede the scheme is unviable as it stands and are proposing the Section 106 Contributions be scaled back to achieve sufficient returns. The bulk of Section 106 Contributions are for Education therefore I object to these contributions being scaled back.

I note that Bovale claim to be a widely respected land and property development company that specialises in identifying and remediating challenging sites and that a lot of work has gone in over several years in preparing this and earlier applications. My objections still stand.

Yours sincerely,



John Riegler

Mr Bob Ristic,
Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester,
GL1 2EQ



Dear Mr Ristic,

Ref: 12/00725/OUT – 100 houses on old Hempsted Fuel Depot.

I object to this development on the basis of there being too many houses on the site and the traffic problems it will cause at the bottom of Hempsted Lane and Secunda Way.

I agree that there should be a mix of housing to include affordable housing. What I disagree strongly about is that no provision is made for meeting places where people can meet and mix socially.

We are busy cramming houses into Hempsted with no apparent thought about the facilities to support them and this is the reason for a lot of the anti-social behaviour being experienced east of Secunda Way which spills over from time to time the other side of the road.

What provision is being made for the additional children at Hempsted School?

Yours sincerely,



Florence Riegler (Mrs)

12/00725/OUT.

21, Harethorn Close

22nd August 2012.

Hempstead

Gloucester.

Dear Sir,

Thank you for your letter regarding planning application for the MOW site. Again I would like to object to this application mainly the problems which would happen if they decided Harethorn close would have to be an access into this site. Hempstead Lane is busy enough and the site is not suitable for any housing.

[Redacted signature]

Planning Dept
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ



Dear Mr Ristic,


Your Ref: 12/00725/OUT - Old Hempsted Fuel Depot, Hempsted Lane

First I should say that I welcome the proposal to develop this area of land realizing that it is within the city and mindful of the need for provision of more housing. However I urge the Planning Authority to take this opportunity to give Gloucester a well designed area of housing which will include affordable housing wherein the occupants will be happy to live and to ensure that sufficient funds are made available to the local school for expansion and for the provision of other social amenities.

I do have a number of specific concerns:

1. The suggestion of up to 100 dwellings is an inappropriate density. Somewhere in the region of 50 would be more acceptable.
2. Landscaping of the flood plain and the presence of buildings and roads further up will reduce the 'sponge' effect of open ground. Will this raise the flood plain even further? Will this jeopardise the houses presently at Monks Corner and the bottom of Hempsted Lane which were close to flood water in 2007?
3. As it appears that the old fuel tanks are being left in situ and the land left untouched will this area with its associated contamination be well fenced to prevent children from getting in to play?
4. The Waste Disposal Site is planning a Transfer Station in close proximity to this site.
5. Are there any badgers or bats on this site which has been untouched for quite a number of years.
6. Is the possibility of access through Honeythorn Close a concern in this Outline Application? If as before it would be for Emergency Use Only who would hold the key for years to come?

Yours sincerely,



Mrs Sarah Goss

21st August 2012

Mr R Rustic
Gloucester City Council
Herbert Warehouse
The Docks
GLOUCESTER GL1 2EQ



Dear Sirs

Re: Planning Application 12/00725/OUT – Old Hempsted Fuel Depot

I am in receipt of your recent communication regarding the above referenced Planning Application.

I submit the following comments as an objection to the site development as shown in the Planning Reference No: 12/00725/OUT:

1. The proposed development of some 100 properties on the Old Fuel Depot site does I believe set a precedent for over development and may contravene the Gloucester Local Development framework, which if it goes ahead will destroy the natural character of the area.
2. 100 properties on this site without a sufficient and secure infrastructure will put severe pressure on the existing services and capabilities of the area, including Hempsted Village and its schools.
3. The style and type of properties is not in keeping with the existing house designs in the village of Hempsted and will generally create a decline in the overall ambience of the village, which many people work hard to preserve for its residents and visitors.
4. It is noted that some properties on the new site are at a higher elevation than some of those in Honeythorn Close resulting in a serious loss of privacy and tranquillity for those living in Honeythorn Close.
5. The planned “pedestrian exit” into Honeythorn Close, whilst better than the previously planned “emergency exit” gives rise concerns about it restricting the ability of the nearer properties to use the present lay-by as a turning place and it also being used as a short cut to Hempsted Lane and its services becoming a place where litter may collect.
6. I consider that the new planning application for development of the site will result in a drastic alteration to Hempsted Village and make it much less attractive to existing residents and new home buyers apart from the loss of village life and character.

I hope that the Planning Committee will take account of the above points in its deliberations.

[REDACTED]

21st August 2012

Mr R Rustic
Gloucester City Council
Herbert Warehouse
The Docks
GLOUCESTER GL1 2EQ



Dear Sirs

Re: Planning Application 12/00725/OUT – Old Hempsted Fuel Depot

I am in receipt of your recent communication regarding the above referenced Planning Application.

I submit the following comments as an objection to the site development as shown in the Planning Reference No: 12/00725/OUT:

1. The proposed development of some 101 properties on the Old Fuel Depot site does I believe set a precedent for over development and may contravene the Gloucester Local Development framework, which if it goes ahead will destroy the natural character of the area.
2. 101 properties on this site without a sufficient and secure infrastructure will put severe pressure on the existing services and capabilities of the area, including Hempsted Village and its schools.
3. The style and type of properties is not in keeping with the existing house designs in the village of Hempsted and will generally create a decline in the overall ambience of the village, which many people work hard to preserve for its residents and visitors.
4. It is noted that some properties on the new site are at a higher elevation than some of those in Honeythorn Close resulting in a serious loss of privacy and tranquillity for those living in Honeythorn Close.
5. The planned "pedestrian exit" into Honeythorn Close, whilst better than the previously planned "emergency exit" gives rise concerns about it restricting the ability of the nearer properties to use the present lay-by as a turning place and it also being used as a short cut to Hempsted Lane and its services becoming a place where litter may collect.
6. I consider that the new planning application for development of the site will result in a drastic alteration to Hempsted Village and make it much less attractive to existing residents and new home buyers apart from the loss of village life and character.

I hope that the Planning Committee will take account of the above points in its deliberations.

Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ



Dear Mr Ristic

RE: 100 Houses on old Hempsted fuel depot

I am writing to you concerning the proposed house development on the above site.

My concern is that the increase population of children will overwhelm village school which currently on a one class intake. There is no more funding to increase this facility and I feel the children's education may suffer.

I hope that this will be put forward for consideration towards this planning application.

Yours sincerely

Miss O Priday

Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ



Dear Mr Ristic

RE: 100 Houses on old Hempsted fuel depot

I am writing to you concerning the proposed house development on the above site.

My concern is that the increase of traffic going through 'Honeythorn close' which will impact on Hempsted Lane and the Bypass which is already over run with traffic and difficult to get onto from Hempsted Lane especially at rush hour times.

I hope that this will be put forward for consideration towards this planning application.

Yours sincerely

Mr S Priday



21 Aug 2012

Development Control Team
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Reference: 12/00725/OUT

Dear Sirs

I am very concerned about the above referenced outline planning application. The proposal is not in-line with the 2002 local plan, is clearly at odds with the designation as a Landscape Conservation Area and the scale is most unsuitable and will have a huge detrimental affect on the village and the quality of life for the residents of Honeythorn close and surrounding area. I also have the following additional reasons for my objection as set out below and described under the following headings:

Access arrangements via Honeythorn Close (HTC). It is noted that the arrangements for access through HTC have been “downgraded” but still remain as emergency access. The justification for such emergency access is not understood nor is it explained within the proposal. It is entirely unacceptable to consider having any form of access via Honeythorn Close. As the name suggests it is a closed road and the residents have a right to expect that it stays that way. Access will inevitably bring with it nuisance and noise as it will be used a cut-through by new residents and anyone else whether legitimate or otherwise. Have the council or developer approached the emergency services regarding the need for access in times of flood through HTC? Why for example has the road level not been raised to mitigate the impact of flooding? This would provide a simple answer to the access problem.

Housing Density. 101 dwellings are far too many and their design not in keeping with the remainder of the houses in the immediate area. In fact there is no other part of the village that even comes close to having the same number, in such small area and as such the proposal would change the whole character of the village. The adjacent Honeythorn close for example has fewer than 30 homes.

Lack of Local Infrastructure. There is no additional capacity in the local school and poor vehicular access to the village and the southwest bypass. Present traffic difficulties would be, at a stroke, worsened due to the extra movement of up to additional 200 or so vehicles – which

could be through the village. There is no mention that they are willing to make any contribution to the local school or other amenities.

Designation as Landscape Conservation Area. This unique area is designated in the 2002 local plan and this has been carried forward to the present Local Development Framework and has still not been allocated for housing. It should be retained as conservation and not allocated to housing.

Biodiversity. The site has been empty for a considerable length of time and as a result has become the home for many flora and fauna. The developer reports there are no protected species on the site but have not produced any detailed evidence to support their claim. Anecdotal evidence suggests that there are numerous protected species including, greater horse shoe bats, slow worms and crested newts – The developer will have to conduct a full biodiversity survey in order to verify his claims

Environment. The majority of the site is classified as flood plain by the environment agency. The proposed development squeezes all the dwellings in to the small area just outside the edge of the flood plain. By definition the proposed open spaces are likely to be flooded and be a danger to youngsters using the area. Furthermore the conclusions from the study carried out for Bovale in 2008 are contradictory in that they claim the FRA demonstrate the proposals will be safe but also refer to safe pedestrian access is provided in HTC; This suggest that safe access is therefore required as the housing proposal is unsafe.

Drainage Proposals. The proposed use of existing 225mm dia public sewer in Hempsted lane takes no account of its existing level of capacity especially under extreme conditions experienced in 2007 and since.

Residential Travel Plan. The plan is a very weak document its contents contain nothing of any substance and defer all detailed matters to later stages of the Planning process. This is entirely unacceptable as a key aspect of such a large development will be the impact of vehicular movement.

I hope the council will ensure that the above comments and concerns of the residents will be taken into account if and when the proposal comes before the council. This application is unacceptable and must not be allowed to take precedence over the wishes of the residents.



Amanda M Stevenson



21 Aug 2012

Development Control Team

Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Reference: 12/00725/OUT

Dear Sirs

I am very concerned about the above referenced outline planning application. The proposal is not in-line with the 2002 local plan, is clearly at odds with the designation as a Landscape Conservation Area and the scale is most unsuitable and will have a huge detrimental affect on the village and the quality of life for the residents of Honeythorn close and surrounding area. The original council designation indicated that the site was suitable for only 30 properties and as such represents a much more sensible and, subject to other matters being in place, potentially acceptable proposal.

I also submit the following detailed comment in support of my objection and described under the following headings:

Access arrangements via Honeythorn Close (HTC). It is entirely unacceptable to consider having any form of access via HTC. As the name suggests it is a closed road and the residents have a right to expect that it stays that way. Access will inevitably bring with it nuisance and noise as it will be used a cut-through by new residents and anyone else whether legitimate or otherwise. Have the council or developer approached the emergency services regarding the need for access in times of flood through HTC? Why for example has the new access road level not been raised to mitigate the impact of flooding? This would provide a simple answer to the access problem.

Housing Density. 100 dwellings are far too many, for example HTC has fewer

than 30 homes; the proposed design is not in keeping with the remainder of the houses in the immediate area. In fact there is no other part of the village that even comes close to having the same number in such small area and as such the proposal would change the whole character of the village.

Lack of Local Infrastructure. There is no additional capacity in the local school and poor vehicular access to the village and the southwest bypass. Present traffic difficulties would be, at a stroke, worsened due to the extra movement of up to additional 200 or so vehicles – which could be through the village. There is no mention that the applicant is willing to make any contribution to the local school or other amenities, but even if they did they just isn't the capacity at the school.

Designation as Landscape Conservation Area. This unique area is designated in the 2002 local plan and this has been carried forward to the present Local Development Framework and has still not been allocated for housing. It should be retained as conservation and not allocated to housing.

Biodiversity. The site has stood empty for a considerable length of time and as a result has become the home for many flora and fauna. The developer reports there are no protected species on the site but have not produced any detailed evidence to support their claim. Anecdotal evidence suggests that there are numerous protected species including, greater horse shoe bats, slow worms and crested newts -

Environment. The majority of the site is classified as flood plain by the environment agency. The proposed development squeezes all the dwellings in to the small area just outside the edge of the flood plain. By definition the proposed open space and play area is likely to be flooded and be a danger to youngsters using the area.

Transport Assessment. Visibility from the site access is poor. It appears to be measured 2.4m back from the give way line which is as I recall within the Design Manual for Roads and Bridges standard but its not great. The distance couldn't increase at all without drastically reducing the visibility. That coupled with pre-existing parking problems increases the risk of accidents.

I hope the council will ensure that the concerns of the residents will be taken into account if and when the proposal comes before them. This application is unacceptable and must not be allowed to take precedence over the wishes of the residents.



2 Honeythorne Close,
Hempsted,
Gloucester,
GL2 6LU

22nd August 2012

Ref: 12/00725/04

RECEIVED

23 AUG 2012

REGENERATION

Dear Sir,

Re: Planning Application for 100 houses
at Old Hempsted Tree Depot.

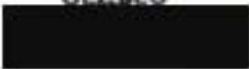
I write to express my objection to the above application and urge its refusal on the following grounds:

- ① The site is heavily contaminated by its previous use and would require very extensive decontamination to make it safe for residential use. Is this envisaged and guaranteed?
- ② The density of housing suggested is too great for the site.
- ③ The extensive building on this site would increase the flood risk in this area due to loss of permeable away land.

2 Honeythorne Close,
Hempsted,
Gloucester,
GL2 5UJ

- ④ Exit of traffic from the site from so many homes would be ducted onto the circulatory system at the bottom of Hempsted Lane where there is already great congestion.
- ⑤ A suggested emergency road exit from the site into Honeythorne Close would endanger children in the close and increase the risk of crime in the area as it would inevitably be used illegally by cycles and motorcycles.
- ⑥ 100 extra homes would require provision of extra school places. Is the developer offering adequate contribution to support this.
- ⑦ Such a massive building would


2 Honeythorne Close,
Hempsted,
Gloucester,
GL2 5LU



(7 cont.)

adversely affect wildlife in this area which is site of extensive amount, and is highly valued.

I would urge the refusal of this building application.



2 Honeythorne Close,
Hempsted,
Gloucester,
GL2 6LU GL2 5LU

22 August 2012

Ref: 12/00725/OUT

RECEIVED

23 AUG 2012

REGENERATION

Dear Sir,

I wish to express my opinion
by objecting to the above application.
To build one hundred houses on
this site would be a great mistake.

Who would ever wish to purchase
a property overlooking the rubbish
tip - the smell is very unpleasant,
even here in Honeythorne Close.

I ask, who would wish to buy
a house in such an unpleasant
place.

There is also already an enormous
^{amount} of new housing being built between
Hempstead Lane and the canal.
Hempstead does not need any more -
it would spoil the old village.

33 Honeythorn Close,
Hempsted
Ch'2 5LL

20/08/12

Dear Sir/Madam,

Notification of planning

Ref. 12/00725/OUT Old Hempsted Fuel Depo

Thank you for your letter of the 8th
Comments as follows.

In 2002 30 dwellings were allocated
in the Councils Draft Local Development
Frame work, access already there, most of
the site being landscape conservation area
near to landfill etc.

Honeythorn Close, A CLOSE:- STOP UP,
PREVENT ACCESS TO, FINISH, COME TOGETHER,
END, SHUT IN PLACE. This is specifically a
turning area at the end of a narrow road
open plan houses. Neighbours opposite have
to reverse out as their drives are steep.
So this cannot be opened, especially with
heavy lobbies reversing down.

Public transport from Village one bus
in 1 ~~hour~~ return. But at Monks Corner on By
-pass easy from Site Access every 15, a
crossing for return.

The School already over subscribed.
with all the new developments in
Hempsted.

Traffic in Hempsted lane bad enough
at present increasing in Sept. with Uni.
Students Parking.

**Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ**

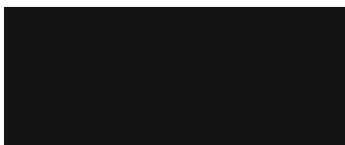
21/08/2012

REF 12/00725/OUT 100 HOUSES ON OLD HEMPSTEAD FUEL DEPOT

Dear Mr Ristic,

We are writing to object to the building of 100 houses on the old fuel depot as we feel the application for 100 houses is too many for the size of the plot. We live on the lane and feel the traffic increase will affect the quality of life living in the village as the planned estate road id directly onto the lane. We also feel that the local school is unable to cope with the increased population. We feel that a greatly reduced application would be more in keeping with the locals and some creation of jobs should be Considered.

Regards, S Reynolds & D Reynolds



RECEIVED

GWENDELWIE SPIERS

23 AUG 2012

REGENERATION

GLoucester CITY COUNCIL
PLANNING DEPARTMENT
HERBERT WAREHOUSE
THE DOCKS GLOUCESTER GL1 2CA

Your Ref 12/00725/OUT
Re: Houses on the fuel depot
hempsted lane.

Dear Sir or Madam,

I object most strongly to building
on this site.

My reasons being.

- ① TRAFFIC it is bad enough now,
trying to get out of hempsted lane.
- ② School. It has a job trying to

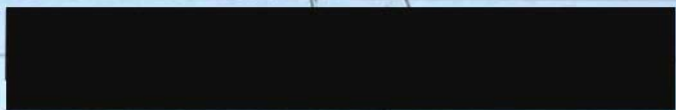
cope with the children they have now.

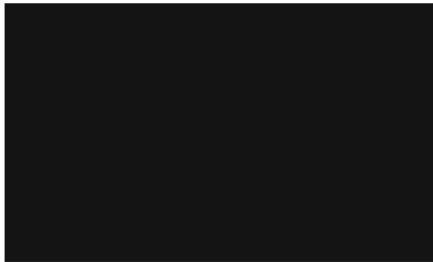
③ Flooding. It's on a flood plane we have had problems there before.

④ Tip. It is too near the tip, and the ponies have difficulties getting to the tip. When the students are at college hardly anything can get down the lane.

⑤ Cais. With more cars and more children there is going to be accidents. Please consider all these facts.

Yours Faithfully





Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

BUSINESS SUPPORT
SERVICES
23 AUG 2012

23rd August 2012

Dear Mr Ristic,

I have recently relocated to the area and loved Hempsted Village so was dismayed to hear of a possible 100 new houses on Old Hempsted Fuel Depot. This would significantly change the whole area for the worst and in particular my house in Honeythorn Close where there would be a proposed access point. I am therefore writing to object strongly to the development.

Yours sincerely,



Janice Davison

Alan Thompson

22nd August 2012

Gloucester City Council.
Planning Dept.

Re 12/00725/out.

We don't need any more Houses in Hempsted and the proposed exit into Hempsted Lane from the new site is not acceptable. We have enough problems with parking in Hempsted Lane without another road. Pouring Traffic of at least 200 cars

Why do you need to build more Houses? Surely the School can't take any more pupils? it is only a small Village School!!!

Please NO MORE HOUSES!!

Thank you



15, HEMPSTED LANE,
GLOUCESTER.

GL25 3M.

20.8.12.

Dear Mr. Rustin,

I strongly object to the proposal to build one hundred! houses on the site of the Hempsted Fuel Depot. Not only will it add to the congestion at the bottom of Hempsted here, it will be on a flood plain and will also be adjacent to the expanding recycling depot with its ongoing health problems.

I am confident, joining

with most of the residents,
to oppose this impractical
proposal.

Yours faithfully,



RECEIVED
23 AUG 2012
REGENERATION

11 St Swithuns Road
Hempsted
Gloucester
GL2 5LH
20 Aug 2012

Dear Mr Ristic

I would like to send you a letter of complaint in connection with more expansion of housing with in Hempsted area , I have live in Hempsted for over 12 years and I have see the damaging effect this has had on Hempsted , Hempsted is losing the village feel it did have , this is because of new homes with in the village and all around the surrounding area. I have problems get into my drive and out from 8.30 to 10.00 am and 3.00 to 4.00 pm because of the school , never was like this . So I would like to say please don't build within and around Hempsted am more.

Simon Lane



BUSINESS SUPPORT
SERVICES
22 AUG 2012

Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester.
GL1 2EQ

BUSINESS SUPPORT
SERVICES

22 AUG 2012

For the Attention of Mr Bob Ristic.



More Houses on the old fuel depot site.

21st August 2012

As a resident of Hempsted for more than fortyfive years I continue to despair at the prospect of even more housing being sanctioned in addition to the masses of properties already built on both sides of the Hempsted bypass.

The pressure on local services in terms of Schooling, Water, Sewage,Power and traffic is already far too high.

Parking for college students is inadequate and results in conjection in Hempsted Lane, and further demand for places at the school will exacerbate the headache of Schoolrun parking in St Swithens Road and High View.

I strongly request that no further housing is allowed in Hempsted.

Yours faithfully,

M.L.Perry.



Gloucester City Council.
 Planning Dept.
 He-best warehouse
 The Doers
 Gloucester GL1 2EA

BUSINESS SUPPORT
 SERVICES
 23 JUL 2013

Dear Sirs

Re: Town + Country Planning Act 1990
Ref. No 12/00725/out.

Location old Hempsted Fuel Depot Hempsted Lane Gloucester

Your Letter Dated 12th July 2013

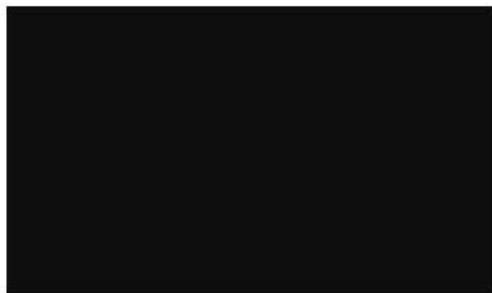
I have looked at the new layout for development.
 The only difference I can see is the amount of dwellings
 Proposed from 101. To 85.

My previous objections still stand (copy of last years

Letter attached)

- ① No more houses this side of bye pass
- ② Site too close to refuse tip. Flooding-Vermin etc.
- ③ School not big enough
- ④ Traffic 85 houses = 100 cars at least still coming out in to Hempsted Lane.

I'm sure this is not the last we hear regarding
 this site. But I STILL SAY NO MORE THANK YOU



Jane Hamilton
 Alan Thompson.

16th August 2012

Gloucester City Council
Planning Department
Herbert Warehouse
The Docks, Gloucester GL1 2EA

Your Ref. 12/00725/out

Old Hempsted Fuel Depot Hempsted Lane Glas.

Once again I'm objecting To Building on This Site.

Reasons:-

- ① No more Houses wanted in Hempsted.
- ② Site To Close To Refuge Tip - Flooding Vermin & Smo
Seagulls Etc
- ③ School not able To Take More Children.
- ④ Traffic:- 100 units = at least 200 more Cars
Trying To Get out of Site Via Hempsted Lane
which in The Rush Hour is already a nightmare do
To Traffic on bye pass.
- ④A Restricted Parking (Yellow Lines) are due To go i
Hempsted Lane Between Monks Corner + Honey Thr
Surely This Tells you what The Traffic is alter
Like in Hempsted Lane.

Please Consider The Residents who already
live on the U. Page 158

not all residents are retired and comfortably off
Some of us. Post retirement age still have to work for
a living.


The Convenience Store has been closed for many years
and has been converted into Flats. ||

Public Services is that the one bus a day

Leaves empty. 10.50am returning 1.30pm. = 2½ hrs

IN-TOWN.

yours faithfully



JANE HAMILTON.

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Ms Mariana Straton.

I object to this application. There is too much built up environment within the village, additional noise and pressure from the by pass residential areas. This development would add to all this. The difficulties with access into the main lane would also be an issue. Thank you

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

Ms Mariana Straton
19 Sandalwood Drive
Gloucester
GL2 5XD

BUSINESS SUPPORT
SERVICES
28 AUG 2012



22 August 2012

Dear Mr Ristic,

I wish to register my objection to plans for new housing on the site of the old Hempsted fuel depot.

There are other developments afoot in the area and it is hard to see why Hempsted needs so much new housing. It is not evident that there are plans to improve the local amenities to cater for the existing population let alone an ingress of new residents.

Please note of my objection to this development.

Yours sincerely,



MISS K TYLER

BUSINESS SUPPORT
SERVICES
28 AUG 2012



23 August 2012

Dear Mr Ristic,

Ref: 12/00725/OUT

I am writing to register my objection to the construction of housing on the old Hempsted fuel depot.

There are already plans, as I understand it, for a housing development on the rugby ground on Hempsted Lane. The possibility has also been raised of house construction on what appears to be greenbelt land on Hempsted Lane.

I would ask that you take note of my objection.

Yours sincerely,



MRS ANN THOMPSON

RECEIVED
4 8 AUG 2012
REGENERATION



Gloucester City Council,
Herbert Warehouse,
The Docks,
Gloucester.
GL1 2EQ

For the attention of Mr. B. Ristic

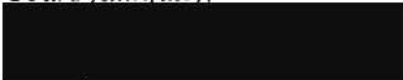
Dear Sir,

I am writing to you regarding the proposed housing development at the old Hempsted Fuel depot site on Hempsted Lane.

As a resident of Hempsted Lane myself, I really would be against any development of any houses mainly because as it is at present with the size of school and the several developments of housing on Secunda Way, Hempsted is already over developed, with even more houses brings with it inevitably more crime which has more than proved to be the case after other developments in the past 10 years, despite residents at that time being assured this would not be the case.

Whilst I understand that nearly all towns and cities require development at some stage due to a national housing shortage, Hempsted I feel strongly has had its share of housing and what was once a village on it's own, is fast becoming a extension of the city, so please enough is enough.

Yours faithfully,



J. Wildsmith.

Old fuel Depot.

Mr Bob Ristic

Dear Sir,

I have lived in Hempsted 81 of my 92 years & went to Hempsted old school.

Hempsted was lovely and considered lucky to live there. I have seen many changes not for the better.

We do not want these houses, we are over crowded now, consider Honeythorn close they would be overlooked, and the noise would be dreadful - cars & children etc

It is hard enough getting out of Hempsted here now.

We are lucky to have Sainsburys right on our doorstep though.

Good luck in your efforts

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

August 27, 2012

Dear Mr Ristic

**100 Houses on old Hempsted Fuel Depot
REF. 12/00725/OUT**

With regard to the above application, we strongly object for the following reasons.

- We live in Hempsted village and feel that the increase in traffic and inhabitants will greatly effect the quality of life in the village.
- The local school, Hempsted C. of E. Primary School, will be unable to cope with the increased population.
- The proposed entrance into the site is too near to Monk's Corner and therefore will cause a backup of traffic during busy periods, which will make it a nightmare for the rest of old Hempsted to exit onto the bypass.
- We have concerns that the development may contain a specified housing designated for Social Housing, which may in turn be detrimental to the area and develop into another Kingsway, where we previously lived.
- Finally, we do not understand the need for another 100 houses in the Gloucester area as other developments are already in place, such as Kingsway and Monks Meadow, and have houses under development which are not selling.

Yours sincerely

Nathalie Gardner-Medwin and Neil Phillips



Gloucester City Council
Herbert Warehouse
The Docks,
GL1 2EQ

23rd August 2012

Re: 12/00725/OUT

Dear Mr. Bob Ristic,

I am writing (again) to complain about the planning application for 100 dwellings being built on the Old Hempsted Fuel Depot. There are many different reasons why I wish to complain including some major problems such as flooding, noise, wildlife, traffic, pollution and many more. I am strongly against these houses being built because I have lived in Hempsted my whole life and I have attended Hempsted C of E Primary School. Furthermore, it has always been a quiet and peaceful village and I would hate it if this atmosphere was completely destroyed and it became a building site or a crowded and horrible place to live, which I believe will happen if the houses are built. I also see Hempsted as a historic village because there may be the remains of a roman wall. There is also an air raid shelter and Newark house, which is a very important historical building. By building houses, there would be no sign of any history in the area and future generations would only be able to imagine what it was like.

In 2007, the River Severn flooded and many families suffered from its disastrous effects on their houses. If 100 more houses are built, then there will be even more victims if this happens again. However, the land the 100 houses would be built on is in flood plain which means all of the houses could be flooded and it doesn't have to be anywhere near as bad as 2007 for this to happen. Another problem is that there won't be enough drainage, because the houses are so close to the river that the land is boggy. We have suffered from this ourselves, as our garden is always very boggy (even in summer), and it would be much worse for the other 100 houses.

In addition, Hempsted is a quiet village, but with 100 more houses it will be a lot louder. This will make it hard for me to concentrate on things I think are important such as homework and relaxing. It will also affect everyone else and create disruption throughout the village including the more important buildings like the local primary

school and church. I understand that there will always be some noise, but I think the noise from 100 more houses, which are very close together, is too much.

Also, Hempsted has always been an area full of wildlife, with a nearby canal and a river with fields surrounding it. There are many animals that live in the area where the houses would be built such as badgers and foxes. This means if the houses are built, their habitats will be destroyed so they will be forced onto busy roads where they are likely to be killed and their species will never return to the area again. This is not fair on the animals because they have the same rights to live in the area as we do and they create a peaceful atmosphere. I would hate it if this atmosphere was destroyed and future generations could not experience it by seeing the animals. I would definitely prefer to see animals alive rather than hit by a car.

There would be lots more cars on the roads if the houses are built which would make travelling a lot more difficult for my family and everybody else in the area. The traffic is quite bad at the moment because it is difficult to get in and out of our drive since there are more cars from the college, so by adding 100 more houses it would be impossible for us to get in and out of our drives and go anywhere if there is a traffic jam at the bottom of Hempsted lane. Also, with more cars, it will make emergency vehicle access more difficult throughout Hempsted and especially where the houses would be. On the plans for the houses there are a few small car parks, but these will just be filled with college students' cars so more parking would be required.

Currently, global warming is a big problem across the planet and the second biggest thing which causes it is pollution. A lot of this comes from cars and with 100 more houses, there would be more cars which would lead to an increase in pollution levels. This would be bad for the area because it could pollute the river so the effects would spread down the river and not just in one area and would make Hempsted feel like a city rather than a village. Also, grass, plants and trees reduce the amount of pollution in the area through photosynthesis, so by building houses over it, the pollution wouldn't just increase because the solution to keeping the pollution levels low would have been destroyed. In addition, the few trees that would be planted around the houses wouldn't be enough to stop the pollution from 100 more houses and over 100 more cars. It would therefore be more sensible to have a few houses surrounded by a forest than the current plans, but I can predict that this won't happen, because Bovale Ltd probably think about how viable it is rather than the environmental costs.

Another problem I have with the planned houses is the quality of them because they have small gardens and are very close together. Also, the views they will have out of their windows will either be views directly overlooking other houses or views of the

landfill sight. I wouldn't be able to live in a house where every day you are reminded of lots of other houses all around you and it won't just be the views that remind you of the landfill site because the smell coming from it would be horrible. I don't believe anybody should have to live in a house with these problems.

I think the worst part of having houses behind ours (and there are many to choose from) is privacy and from the housing plan, I have noticed that behind our house would be a small parking area to one side and three, two and a half story houses on the other side. I have complained about the lack of privacy in previous letters and I don't think much has changed. I can't even imagine how horrible it would be to be overlooked by **THREE** other houses. What happened to the idea of bungalows?

There was very little crime in Hempsted until houses were built along **Secunda Way**. However, the proposed houses would bring more people and a more crowded atmosphere. Therefore, I believe there would be more crime especially due to more teenagers having nothing else to do. This could be helped by Bovale Ltd providing funds for more youth clubs, sporting activities and maybe even more policing in the area, but I think this problem couldn't be solved completely because the atmosphere could never be changed back to how it is now.

At night-time, you can clearly see many stars in the sky which form different constellations and are interesting to look at. However, with 100 more houses, all very close together, it would create a lot more light pollution which means you would no longer be able to look at the stars. This is another problem that will affect future generations in the area because they will grow up having never seen what the night sky really looks like.

So far, Bovale Ltd has never said they were willing to provide funding for community buildings and I think they need to. This is because Hempsted already has an oversubscribed school, so if there are more children in the area, what school will they go to? They would have to travel a long way to find the next nearest primary school. Also, there aren't many local jobs in the village so it would be difficult for the unemployed to find jobs without having to travel a long way. There are also many other buildings which might need more funding from Bovale Ltd such as the police, sports clubs and youth clubs (as I have previously mentioned), the hospital, the church and the village hall.

In conclusion, I believe all of these problems will affect Hempsted and everyone who lives in it in very bad ways and the only way to completely stop them is to not build any more houses. The village residents have shown that this is what they think many times

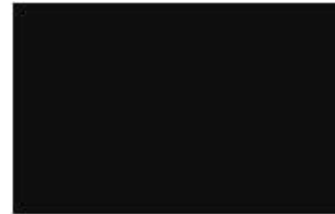
before and they shouldn't need to keep doing this for the rest of their lives. Please consider everything I have mentioned in this letter because they could turn into real problems if the houses are built.

Yours Sincerely,



James Clements, aged 14

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ



27 August 2012

Dear Sir

100 Houses on Old Hempsted Fuel Depot

Further to previous letters I write to confirm my disbelief and anger that once again there is an application to build 100 houses on the old Hempsted fuel Depot.

An application for a previous build of 101 houses was turned down by the Planning Committee on several points, of which, I know you are aware of.

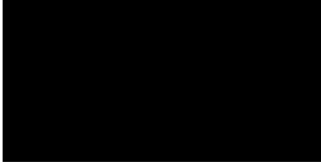
I cannot agree with the application for all the various reasons I have advised of previously and wish to log my feelings in relation to getting this application (with one less house than last time) thrown out.

Please acknowledge this letter and inform me when this Planning Application will be heard.

Yours faithfully



Mrs M E Stafford-Pruett



Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

27 August 2012

Dear Sir

100 Houses on Old Hempsted Fuel Depot

Further to previous letters I write to confirm my disbelief and anger that once again there is an application to build 100 houses on the old Hempsted fuel Depot.

An application for a previous build of 101 houses was turned down by the Planning Committee on several points of which I know you are aware of.

I cannot agree with the application for all the various reasons I have advised of previously and wish to log my feelings in relation to getting this application (with one less house than last time) thrown out.

Please acknowledge this letter and inform me when this Planning Application will be heard.

Yours faithfully



Mr K Stafford-Pruett

Dear Mr Ristic.

I am writing to object to the latest planning application at the old fuel depot at Monks Corner, Hempsted (Ref:-12/00725/out). Nothing has changed from the last two applications as far as I can see. This is not an ideal place to put homes, who wants to live on a tip road. We have enough houses in the village now, perhaps we could have a doctor and dentist on this site instead.

Yours sincerely

MRS. J-M. GUY

Gloucester City Council
Herbert Warehouse
The Docks,
GL1 2EQ

27th August 2012

Re: 12/00725/OUT

Dear Mr. Bob Ristic,

I am writing to object to the development of 100 dwellings on the Old Hempsted Fuel Depot, Hempsted Lane, proposed by Bovale Ltd.

The site plan is clearly overdeveloped with the width of two semis covering the width of just one of our existing houses. The gardens are tiny and few have garages so there is barely any security or space. It seems hard to believe that the developers would manage to fit 100 houses in 10,000 square metres but I guess it's pretty easy when going upwards not outwards. 50% of the houses are 3 storey and there is not one bungalow, which to me indicates that there will be mainly families instead of elderly people, most probably first-time buyers so there will be a countless number of children all added to the lengthy waiting list of the village's already oversubscribed primary school. After attending this school, I would like other children to experience the excellent teaching that I did, but with too many children in the class, it will be difficult for the teachers to meet the individual needs of their pupils which they continuously struggle to do. Bovale Ltd. haven't offered to support the school through communal funding, claiming their development would be 'unviable' (quoted from The Citizen) which shows their greed and desperation. Also due to the tall houses being built on a hill, we will not only see the two houses directly behind our back garden but the houses behind those too. The plan shows very short gardens so these houses will be overshadowing us and will certainly invade our privacy and steal the sunlight. My neighbours along the road will have an even worse problem than us since there will be 3 storey houses behind them which shows Bovale Ltd. are doing this for the money without a doubt, and they are not being the least bit considerate to the existing residents.

I will not appreciate the noise from children, loud cars and pets. It will be distracting from school work which isn't fair as I try hard and want to do well, so I don't deserve to be put off from concentrating. Depending on how respectable these new neighbours will be, we may have unwanted items and waste landing in the garden from over the fence, particularly cat litter as we all know they don't like to use their own garden. According to 'www.police.co.uk' 36 criminal incidents were reported in June 2012 in Hempsted, mainly in Secunda Way where the housing estate has been expanded year upon year from 2001. This proves that housing estates only lead to trouble involving young people who will undoubtedly be living in the houses behind me, so the residents will feel unsafe and threatened.

The development will cause a loss of habitats to wildlife, particularly if protected species are on the site. In my opinion it doesn't matter if they are protected species or not, it is still unfair because they are settled at the moment. Endangered species should be a priority though so Bovale Ltd. will be to blame if we lose or put any endangered species under distress but you would never allow that to even happen, would you? Another problem with the site remains is that the soil is contaminated with oil; therefore the developers will need to

undergo extensive soil treatment which isn't worth it when it doesn't appear to be causing any problems as it is at the moment. It will take time and will disrupt the neighbours. There is also supposedly a World War II air raid shelter which should be treasured along with the other few remains of Gloucester's past.

Additionally, I'm sure traffic has been used as a main reason in most of the objection letters in the past. This is because it's very important to us. Ever since Secunda Way was constructed, we have had to face the hefty traffic every morning and evening when trying to leave Hempsted Lane. It will only get worse with at least 150 cars leaving for work and school every day joining the blockage, which will add unhealthy stress to the day. It also means more engines will be left running for longer so this will inevitably cause more pollution. Litter will also pollute the environment. Talking of waste, there are hundreds of empty houses already waiting to be occupied, so we do not need more. People can't afford to buy a house and start a family nowadays, as you probably know, so these planned houses are unlikely to be used either. Why can't we use what we've got before adding to it?

Another important reason is flooding. Part of the field is in floodplain and with good old English weather we could have an unexpected downpour just like that. The flooding and catastrophes of summer 2007 will never be forgotten about, especially those severely affected, and we will never know when the next will be. The development site and surrounding areas were severely flooded so if the houses had already been there, they would've been completely ruined and there would've been no access to the site. Building houses in part floodplain is a waste of resources, energy and money, when there are plenty of empty houses already built that aren't at such high a risk of being flooded. With concrete and brick roads, heavy downpours will not be absorbed into the ground easily and drains will struggle so water that can currently stay on the hill, will flow straight into our gardens which are already very moist.

Lastly, we can often smell the rotting landfill site and have to put up with many flies from there too so with the houses being nearer and on a hill, it will not be pleasant for the new residents although they will not realise until they have moved in. Would you appreciate this if you were in their position, spending all of your savings; or in our position, suddenly having a house the height of your own built higher up the hill overlooking you? I've also noticed the habitat area on the plan is the furthest it could possibly be from the existing houses so if this is open to the public, we won't be able to make use of it. There is absolutely nothing in this development for us, other than causing disruptions.

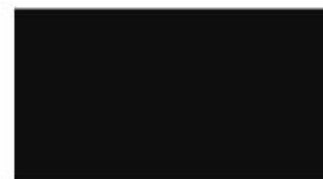
After applying and appealing since 2007, Bovale Ltd. are clearly desperate to do something with this land because they mistakenly bought in thinking it would be a big investment but due to the oil contaminated soil, the floodplain, the hill and the unhappy residents, the problems are clearly outweighing the benefits. As Hempsted residents have shown by not failing to object every year, we will not stop here. If the houses are built, we will complain against any disruptions to our current lifestyle so to save the hassle, on behalf of the whole of Hempsted village, please do what you've done best for the past five years, and reject! Thank you for your time. I hope this will be the last time I have to waste it.

Yours sincerely,

A solid black rectangular box redacting the signature of the sender.

R. J. Clements

Gloucester City Council
Herbert Warehouse
The Docks,
GL1 2EQ



24th August 2012

Re: 12/00725/OUT

Dear Mr. Bob Ristic,

Once again, I am writing to oppose the new planning application for dwellings on the Old Hempsted Fuel Depot. I am complaining because I live adjacent to this land, so it will affect me enormously if it is built on.

I have worked at Hempsted Primary School for 10 years, I have always known it to be over-subscribed, now there are twice or even three times, the amount of children hoping to go there. Since they have built the new housing along Secunda Way, many children and parents have been turned away. So even more housing means there will be no chance for them to attend the school. In addition, where are the children from the proposed houses supposed to go for Secondary education, because Hempsted does not have a Secondary school close by?

As Hempsted has no doctors surgery, my family have to travel over a mile to the nearest doctor. Our doctor is very difficult to arrange appointments with, which can get extremely frustrating! New housing will make this even more of a problem for us and everybody else.

I have noticed on the plans that Bovale Ltd have removed the bungalows which they previously had applied to build. This means there will be no privacy for existing residents because we will be overlooked. I believe that Bovale have done this so they will receive more money from selling houses than they would from bungalows. This also means they can fit more houses in so it will be very crowded, and we would get more privacy from bungalows than houses, as we wouldn't be overlooked as much. I strongly disagree with the taller 2 and a half and 3 storey houses, as it will be a huge eyesore and they won't blend in with the existing housing in Hempsted village itself. Hempsted lane residents will all be overlooked unless bungalows are built, this will also totally wipe out any existing views we already have.

With more unnecessary housing to this tranquil historic village, it will bring lots more unwanted noise, pollution, traffic problems and it will cease all the existing wildlife that we regularly enjoy seeing and hearing.

The small village of Hempsted already has huge traffic problems including speeding cars and parking problems caused by reckless drivers and students attending the college at the docks. Also the Monks Corner junction at the roundabout into the bottom of Hempsted Lane, is presently very difficult for existing residents to pull into the main Secunda Way traffic stream and it is also very dangerous trying to turn into Hempsted Lane in that main traffic flow. The new housing plans, which are very close to this junction is going to cause further traffic queuing, delays and accidents, because it is also where the students park all day and evening. Since the new Gloucester College has been open it has a small carpark which is not adequate for the numbers of students attending. Therefore many of them park in Hempsted Lane. This area is in much more urgent need for car parking facilities for students, rather than housing. Additionally the exit for the planned houses is in a very dangerous part of that road and it is going to be causing more obstructions and a complete

nuisance to our existing problems. Hempsted Lane is not a very wide road and most of the time there is only one lane for traffic to travel along. This road is also a main route for the primary school. The Monks Corner shop adjoining Hempsted Lane/Secunda Way junction is in a very busy position for customers, and lorries and vans (including refuse lorries) pull over at the double yellow lines on the pavement to call in for snacks and food. This is an existing problem which will be worsened by any new traffic from the proposed housing.

Other companies have been building houses near to the Hempsted Lane junction, in Secunda Way for over 10 years and they are still building houses on land there now. So why do we need any more of our much appreciated countryside being used up for eyesoring modern buildings that don't blend in with the existing historical village.

If Hempsted is going to be packed with unwanted new housing, it is going to make the crime rate dramatically increase and there is very little for young people to do or places to go. We need more facilities, both indoor and outdoor, to keep young people occupied and happy. Hempsted is also a fairly tidy village and we wish to keep in its unique, historical, tidy, respectable condition.

I have lived in this village for twenty years and I moved here due to the peace and quiet, privacy and friendly neighbours. But most importantly the canal, river and outstanding views I enjoy taking in when walking my dogs around this area will eventually be destroyed if the developments continue around Hempsted, and I don't wish to have to travel further afield which won't be environmentally friendly by using my car.

My children attended Hempsted Primary School which has had a good reputation, but has always been very oversubscribed. It cannot continue with this good reputation, if it doesn't receive help with funding for a bigger and better school which will especially be needed if more houses are to be built.

I and my family have been fighting this from the very start and we will not give up as we are trying to look after our village and the surrounding environment. Any local housing is all about greed and money, not the future environment in this area or its history.

Yours Sincerely,

A solid black rectangular box redacting the signature of Mrs A. Clements.

Mrs A. Clements



27th August 2012

REF: PLANNING APPLICATION 12/00725/OUT

Dear Sir,

I am writing to say that I **STRONGLY OBJECT** to the above planning application for a number of reasons which I have listed below. These are the same reasons I objected to Bovale's previous applications.

FLOODING: We already know that the junction between Hempsted Lane and Secunda Way floods and the access road that is planned for the new houses passes through the floodplain (which they may raise). If these roads and areas flood (which they will), how will residents gain access to their property, the emergency access road through Honeythorn Close, or will they just abandon their cars in Hempsted Lane?

I believe that the houses along the lower part of Hempsted Lane have quite a high water table. There are many land drains throughout the gardens, and areas in my own garden never dry out even in the summer. Where is all the surface water from the existing properties and the new ones planned, going to go? At the moment some of the water drains on to the Old Fuel Depot as the drains at the bottom of the pitch, struggle to cope with the water.

NOISE: Noise comes from the reversing of vehicles on the landfill site, also the constant background noise coming from SAPA Factory (especially noticeable when there is a nightshift). Currently we tolerate all this, will the new home owners? **PLEASE DO NOT** grant permission for 100 dwellings behind us, which will further increase the noise levels with noise from 100 to 150 extra vehicles, parties, pets and children.

SCHOOL: The local school is oversubscribed and classes have too many pupils in them already! More houses in Hempsted means more children, **WHERE ARE ALL THE CHILDREN GOING TO BE EDUCATED.**

DOCTORS In Hempsted over the last few years you have allowed hundreds of houses to be built, maybe a few here and there, but it adds up to hundreds. **WE DO NOT HAVE A LOCAL DOCTOR'S SURGERY**, the nearest is Stroud Road and to get an appointment there takes forever, even getting to speak to them takes more than one telephone call. Another 100 dwellings can only make matters worse!

VIEW: I know that we are not entitled to a view, but when we purchased our house in 1991, we had a beautiful view from the rear bedroom windows, we could see beyond Highnam! But since then, you have allowed the landfill site to rise and block the view, Pressweld to build their factory and a stone recycling plant. I understand that a landfill has to go somewhere, so we tolerate the **SMELL** and **FLIES**, but will the new home owners? **PLEASE DO NOT** grant permission for 100 houses behind us, which will further reduce our view and quality of life.

PRIVACY: Privacy is another reason we purchased our house, apart from our direct neighbours, who are able to look into our garden from their bedroom windows, our garden and house is very private, and that's the way I would like it to stay! I **STRONGLY OBJECT** to two and three storey houses being built less than 40 feet away from our property on land higher than ours, with windows looking down into our house and garden.

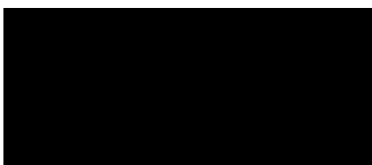
FUNDING If Bovale are granted permission to build these unwanted houses, they should provide adequate funding for the school and a doctors' surgery, so they can cope with the extra residents, who will live in the area. Also, Bovale should maintain the open spaces for many future years and not rely on the council to do it.

Once again, I object to 100 dwellings being built here, maybe the Gloucester City Council could find a better use for this land like parking for college students, which has become a nuisance. This would be a good opportunity for the council to show that they are interested in the quality of life of their existing residents, not just money and helping the developers who do not live here.

Finally and regrettably, I believe that you will not listen to our plea and eventually Bovale will gain permission to build these houses. I believe originally there were plans for about thirty houses, on this site, please force Bovale to reduce the number of houses proposed to a similar density as the surrounding houses in Hempsted, and parking for two cars on privately owned driveways. There should not be any shared car parking areas, which leads to antisocial behaviour, fly tipping, and security issues for houses backing onto them, vandalism, theft and noise. Also, an even mix of housing e.g. detached, semi-detached, bungalows, terraced, would lead to a more balanced and harmonious community. Most importantly, please only allow **bungalows to be built on the land backing directly on to existing houses.**

All these measures will significantly reduce the impact on the current residents, who live in Hempsted, and the way Hempsted looks from a distance.

From a concerned and optimistic Hempsted resident,



A.T Clements

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\)](#) at [Old Hempsted Fuel Depot Hempsted Lane Gloucester](#). The following objection was made today by Mrs Hilary Hill.


*Honeythorn Close is a quiet cul-de-sac with minimum traffic and minimum no. of pedestrians and noise and the residents of this Close want to keep it this way. I object to the Emergency Connection Gate being used for access by pedestrians or cyclists as it would become a rat run with everybody going from the new development to the Hempsted Post Office or Primary School I object that the Outline Planning Consent is still for 100 dwellings only one less than last time and also there is still no commitment by the developers to put money into the local community eg the local primary school which is already full. I also object to the Emergency Gate being used during the construction phase if planning permission is forthcoming - I do not want all noise of lorries - their vibration and mess and dust. Yours sincerely Hilary Hill
Joint Resident owner of 10 Honeythorn Close Hempsted Gloucester GL2 5LU since 1996*

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

.

Mrs Hilary Hill
10 Honeythorn Close
Gloucester
GL2 5LU



Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester GL1 2EQ

25 August 2012

Dear Mr Ristic

Planning Application 12/00725/OUT

I would like to register my objection to the proposed residential development of 100 dwelling units on the old fuel depot on Hempsted Lane.

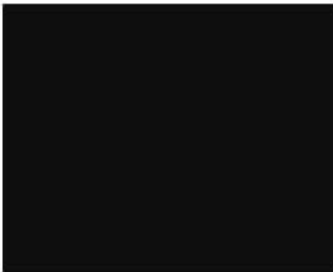
Whilst understanding that there may be a requirement for additional housing, the congestion that will follow due to presumably yet more vehicles at the northern end of Hempsted Lane will add to the current difficulties experienced by Hempsted drivers on the 'kidney roundabout'.

At peak periods there are queues right round Castle Meads Way by-pass and Llanthony Road coming into Hempsted and if there are 100 more houses to be accessed the situation will become even worse.

Yours sincerely



Diana Leighton



Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester GL1 2EQ

25 August 2012

Dear Mr Ristic

Planning Application 12/00725/OUT

I request you register my objection to the proposed residential development of 100 dwelling units on the old fuel depot on Hempsted Lane.

Whilst accepting that there may be a requirement for additional housing, the congestion that will follow due to presumably yet more vehicles at the northern end of Hempsted Lane will add to the current difficulties experienced by Hempsted Drivers on the 'kidney roundabout'.

I notice that the 'appearance landscaping, layout and scale are reserved for further consideration'. There is no mention of any contribution to the community amenities such as the school, the church, the playing fields, and road surface improvements to Hempsted Lane.

Yours sincerely



John Leighton

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mrs Jennifer Lapington.

our main concerns are the access into Honeythorn Close, over the years we have learnt that the emergency services do not need this opened. This is a friendly, private, quiet cul-de-sac, and as we have been told Security by design. up to now this is the way it is SECURE not a through road for pedestrians and cyclist. The number of houses are still far too many keep it how it was originally 30 houses and hempsted lane could cope with the one access, other than that this lane would be chaotic.

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is .

Mrs Jennifer Lapington
24 Honeythorn Close
Gloucester
GL2 5LU

Dear Mr Ristic

I write to object to this proposed development on the basis of the housing density and the high probability of traffic problems at Monk Meadow with access being so close to the traffic island system at the end of Secunda Way.

With the proposed emergency gate into Honeythorn Close there is the possibility of pressure being brought at a later date to keep the gate open to relieve these problems at Monk Meadow if they materialised and create a "rat run" which would not be desirable.

The development as it stands will put additional demands on junior and secondary school places, Hempsted School in particular.

The Financial Viability Report dated 26th July 2012 shows that even with nil Affordable Housing the Developers Margin is a mere 0.50%.

Bovale concede the scheme is unviable as it stands and are proposing the Section 106 Contributions be scaled back to achieve sufficient returns. The bulk of Section 106 Contributions are for Education therefore I object to these contributions being scaled back.

I note that Bovale claim to be a widely respected land and property development company that specialises in identifying and remediating challenging sites and that a lot of work has gone in over several years in preparing this and earlier applications. My objections still stand.

Living in the older part of Hempsted we have access to our Church hall, and the Village Hall to meet and hold various events, time and again at various committee meetings it is said that Secunda Way creates a separation from the people living to the east of it in The Anchorage, Kaskelot Way, Soren Larsen Way, Quayside Way and so on with no provision of amenities for them to meet and socialise. Time and again we ask ourselves why our planning department does not make these a necessary part of the overall planning scheme.

Your Sincerely

Andrew Blewitt Jenkins
72 Hempsted Lane
Gloucester
GL2 5JN

29th July 2013

Re: 12/00725/OUT

Dear Mr. Bob Ristic,

I object to the development of 85 dwellings on the Old Hempsted Fuel Depot, Hempsted Lane, proposed by Bovale Ltd.

The site plan is clearly overdeveloped with the width of two semis covering the width of just one in Hempsted Lane. The gardens are small and few have garages so there is barely any security or space. We will not only see the houses directly behind our back garden but the houses behind those too. With short gardens the houses will be overshadowing us.

Despite Hempsted Primary extending, the school will not be able to cope with the significant increase in children applying. If the school does try to accommodate these extra children, I am sure the standard of teaching and behaviour of the pupils will go downhill. Pupils' individual needs will not be met, which is unfair. Bovale Ltd. claimed their development would be 'unviable' (quoted from The Citizen last year) if they were to offer communal funding to the school, which shows their lack of interest in the community they are disrupting.

The crime rate in Hempsted has increased as more housing developments have been built off Secunda Way. This must be costly for Gloucester and Bovale's planning application in the evermore prime location, Hempsted, would only create more concern for the taxpayer and the safety of Hempsted residents. To add to my thoughts on the location, I can imagine the aims of allowing this development would be to provide more houses for the growing population. However I cannot imagine buyers will be interested in a house so close to the landfill site. If they were still interested, there would only be endless complaints involving the landfill site, the lack of medical facilities nearby, the traffic and the noise, all for the council to deal with.

The development will clearly cause loss of wildlife habitats, despite the conclusions of any environmental surveys. There is also supposedly a World War II air raid shelter which should be treasured along with the other few remains of Gloucester's past. Not to mention that Hempsted is a very unique part of Gloucester, so should remain a village.

Ever since Secunda Way was constructed, we have had to face hefty traffic. The development site and surrounding areas were severely flooded in Summer 2007 so a sudden heavy downfall could have a fatal effect on the traffic flow in Gloucester. Litter will

also be a problem. There are hundreds of empty properties already on the market, so surely we should aim to occupy these before building more. We need to be sustainable.

Bovale Ltd. are clearly desperate to do something with this land after applying since 2007, because they know it has no value unless it has planning permission. For this reason and after showing no interest in the community when they have had a countless number of chances to negotiate with us, I believe they do not deserve to be granted permission.

Yours sincerely,

R. J. Clements

30th July 2013

Reference: 12/00725/OUT

Old Hempsted Fuel Depot, Hempsted Lane.

Dear Mr. Ristic,

Surprisingly it is now over six years since Bovale Ltd. have been trying to get planning permission on the above named land in Hempsted. My family and I, along with other villagers, have fought against any more housing in our peaceful village consistently as we strongly feel we need to preserve our unique part of Gloucester. It is a beautiful area and should be enjoyed by future generations. As a resident I am proud of Hempsted's good name and wish it remains so.

The Secunda Way bypass is very busy at all times. Residents and visitors find it a constant battle to access the village via the tiny junction at Monks Corner with the added problems of vehicles parked along the lane, again at all times. Any housing at the Old Fuel Depot would cause even more congestion due to the proposed entrance being so close to the junction. This would be very inconvenient and stressful for all drivers using the junction. This end of Hempsted Lane is a main route for the local primary school as well as college students, who park along the lane. I find it very frustrating when I cannot get into or out of my own driveway due to parked cars and other road users, some who expect me to give way when I cannot.

If the Old Fuel Depot is to be developed, then the landscape and history of the area will definitely be destroyed as the field will have to be dug up to remove the underground empty fuel tanks. This will inevitably kill all wildlife and natural plant life too. This field is thriving and peaceful for existing wildlife. Houses will create noise, traffic problems, stress, and accidents.

Although the local primary school is possibly enlarging to cope with growing numbers of children starting each year, from my knowledge the school will never be able to cope with the demand for more places. The proposed new class for five year olds would not have been enough for the waiting list three years ago never mind now. The waiting list a few years ago had triple numbers wanting places for Reception, so I imagine now there will be even more. With more housing, many families will not be guaranteed to join their local primary school, which is

inconvenient for them. This has been happening for years. Hempsted Primary School has managed to keep its good name and reputation, but with added children it will be in danger of losing that, also the space it has outside compared to other city primary schools who have little or none. Parking at school times has been a regular problem. With added housing this will certainly get a lot worse, causing danger to children at busy times. In addition to this, how are Gloucester senior schools supposed to accommodate more intakes when they are already full or oversubscribed? Hempsted has not got its own senior school.

Hempsted does not have a doctors surgery, we all have to travel to other areas of Gloucester to see a doctor, even a dentist.

Since the new Sainsbury's supermarket was built approximately five years ago, there still is a lot of spare land boarded off which now is left overgrown and looks a horrid mess. The boarding has been there for the whole time, and nothing seems to have happened to clear it. Why can't that land be used rather than allowing companies to mess up the beautiful natural fields we have, it doesn't make sense to me.

More housing means more people, more traffic, more noise, more violence, which will all eventually lead to an overpopulated, unkempt part of Gloucester. Hempsted is one of the very few unique, scenic, historic, pretty areas of the city of Gloucester, so please don't change it to be a run-down village. This village has got a good reputation, but it is already close to being ruined and overcrowded.

I ask you not to allow Bovale Ltd or any other housing company to build at Hempsted Village as we are in such a beautiful part of Gloucester. The tourists come to Gloucester to enjoy this pretty natural part of Britain just as it is. Hempsted is a pretty, quiet, small, happy village, please keep it this way and do not allow any more housing to ruin this side of Gloucester. If a time comes when you insist on spoiling this lovely part of Gloucestershire then I would ask that you only consider bungalows to be built, not houses. At least then, the existing residents will not get overlooked, we will keep our privacy. However the traffic problem will still remain.

Yours sincerely,

Mandy Clements.

31st July 2013

REF: **AMENDED PLANNING APPLICATION 12/00725/OUT**

Dear Sir,

I am writing to say that I **STRONGLY OBJECT** to the above planning application for a number of reasons which I have listed below. These are the same reasons I objected to Bovale's previous applications.

FLOODING: We already know that the junction between Hempsted Lane and Secunda Way floods and the access road that is planned for the new houses passes through the floodplain (which they may raise). If these roads and areas flood (which they will), how will residents gain access to their property, the emergency access road through Honeythorn Close, or will they just abandon their cars in Hempsted Lane?

I believe that the houses along the lower part of Hempsted Lane have quite a high water table. There are many land drains throughout the gardens, and areas in our garden never dry out even in the summer. Where is all the surface water from the existing properties and the new ones planned, going to go? At the moment some of the water drains on to the Old Fuel Depot as the drains at the bottom of the pitch, struggle to cope with the water.

NOISE: Noise comes from the reversing of vehicles on the landfill site, also the constant background noise coming from SAPA Factory (especially noticeable when there is a nightshift). Currently we tolerate all this, will the new home owners? **PLEASE DO NOT** grant permission for 85 dwellings behind us, which will further increase the noise levels with noise from 100 to 150 extra vehicles, parties, pets and children.

SCHOOL: The local school is oversubscribed and classes have too many pupils in them already! More houses in Hempsted means more children, **WHERE ARE ALL THE CHILDREN GOING TO BE EDUCATED.**

DOCTORS In Hempsted over the last few years you have allowed hundreds of houses to be built, maybe a few here and there, but it adds up to hundreds. **WE DO NOT HAVE A LOCAL DOCTOR'S SURGERY**, the nearest is Stroud Road and to get an appointment there takes forever, even getting to speak to them takes more than one telephone call. Another 100 dwellings can only make matters worse!

VIEW: I know that we are not entitled to a view, but when we purchased our house in 1991, we had a beautiful view from the rear bedroom windows, we could see beyond Highnam! But since then, you have allowed the landfill site to rise and block the view, Pressweld to build their factory and a stone recycling plant. I understand that a landfill has to go somewhere, so we tolerate the **SMELL** and **FLIES**, but will

the new home owners? **PLEASE DO NOT** grant permission for 100 houses behind us, which will further reduce our view and quality of life.

PRIVACY: Privacy is another reason we purchased our house, apart from our direct neighbours, who are able to look into our garden from their bedroom windows, our garden and house is very private, and that's the way I would like it to stay! I **STRONGLY OBJECT** to two/three storey houses being built less than 40 feet away from our property on land higher than ours, with windows looking down into our house and garden.

FUNDING If Bovale are granted permission to build these unwanted houses, they should provide adequate funding for the school and a doctors' surgery, so they can cope with the extra residents, who will live in the area. Also, Bovale should maintain the **open spaces** for many future years and not rely on the council to do it.

SURVEYS As this application has now been running for over 6 years I ask that Gloucester City Council check all paperwork and surveys that Bovale Ltd submit is still correct, relevant and up to date.

Once again, I object to 100 dwellings being built here, maybe the Gloucester City Council could find a better use for this land like parking for college students, which has become a nuisance. This would be a good opportunity for the council to show that they are interested in the quality of life of their existing residents, not just money and helping the developers who do not live here.

Finally and regrettably, I believe that you will not listen to our plea and eventually Bovale will gain permission to build these houses, as this land will be of no value to them without planning permission. They and the contractors they employ, do not live in the area, do not show any interest in funding areas like local school and doctors, they just want to build the houses, take the profit, and leave us with all the problems they have created.

I believe originally there were plans for about thirty houses, on this site, please force Bovale to reduce the number of houses proposed to a similar density as the surrounding houses in Hempsted, and parking for two cars on privately owned driveways. There should not be any shared car parking areas, which leads to antisocial behaviour, fly tipping, and security issues for houses backing onto them, vandalism, theft and noise. Also, an even mix of housing e.g. detached, semi-detached, bungalows, terraced, would lead to a more balanced and harmonious community. Most importantly, please only allow **bungalows to be built on the land backing directly on to existing houses and not 2/3 story houses overshadowing them.**

All these measures will significantly reduce the impact on the current residents, who live in Hempsted, and the way Hempsted looks from a distance.

From a concerned and optimistic Hempsted resident,

A.T Clements

Development Control,
Herbert Warehouse,
The Docks,
Gloucester,
GL1 2EQ

30th July 2013

REF: 12/00725/OUT

Dear Mr Bob Ristic,

I am writing to complain about the planning application of 85 dwellings on the Old Hempsted Fuel Depot. I strongly disagree with these plans as I have for the past six years, since Bovale Ltd first applied. Firstly, the houses are not needed. There are currently just under 1800 empty houses in Gloucester which could be used as housing, so why do we need more houses built, and more disruption to be caused?

Another problem I have with the housing plan is the quality of them, because they have small gardens and are very close together. Also, the views out of the windows will either be views directly overlooking other houses, or views of the landfill sight. I wouldn't be able to live in a house, where every day you are reminded of multiple houses all around you, and it won't just be the views that remind you of the landfill site, because the smell coming from it would be horrible. I do not believe anybody should have to live in a house with these problems, and I doubt anybody would because they wouldn't buy such poor quality houses in the first place.

If these houses are built the population of Hempsted will increase a lot. There are not enough facilities in the area for this. There is no local doctor's surgery and the school is too small even though it is considering expanding. However, if the school was going to expand, how could the same high standards of teaching be given to so many more pupils? I think either a lot more money needs to be put into local facilities or no more houses should be built.

The larger population in Hempsted would also cause problems regarding traffic. It is very difficult for us to get in and out of our drive in our car, so an increase in traffic will just make this worse. The traffic will also cause a lot of pollution in Hempsted, which will ruin the clean and environmentally friendly atmosphere which has always existed. The traffic will also lead to car collisions. I remember an accident where a car collided with a tree at the end of my neighbours' drive a few years ago. I think the trees and overall appearance of

Hempsted Lane is very important and I would hate to see other collisions, due to the higher number of cars, ruin it completely.

I have never known of there being much crime in Hempsted, which makes the residents feel quite safe compared to other areas in Gloucester. With a higher number of young people from the houses with nothing to do as there are no facilities for them, I expect the crime rate would increase and the sense of safety would soon disappear. I think this would affect the elderly and more vulnerable residents in Hempsted.

The increase in the number of young people would also cause the amount of noise to increase. Hempsted has always been quiet and being a teenager, I spend most of my life asleep, so I wouldn't like to hear loud music from houses at night which would quickly annoy me and possibly cause me to increase the crime rate in Hempsted myself, to stop this disruption.

I think the worst part of having houses behind ours is privacy and from the housing plan, I have noticed that behind our house would be a small parking area to one side and two, two and a half story houses on the other side. I have complained about the lack of privacy in previous letters and I do not think much has changed. I cannot imagine how horrible it would feel to be overlooked by **TWO** other houses. What happened to the idea of bungalows?

I also see Hempsted as a historic village because there may be the remains of a roman wall. There is also an air raid shelter and Newark House, which is a very important historical building. By building houses, there would be no sign of any history in the area and future generations would only be able to imagine what it was like.

Also, Hempsted has always been an area full of wildlife, with a nearby canal and a river with fields surrounding it. There are many animals that live in the area where the houses would be built such as bats, badgers and foxes. This means if the houses are built, their habitats will be destroyed so they will be forced onto busy roads where they are likely to be killed and their species will never return to the area again. This is not fair on the animals because they have the same rights to live in the area as we do and they create a peaceful atmosphere. I would hate it if this atmosphere was destroyed and future generations could not experience it by seeing the animals. I would definitely prefer to see animals alive rather than hit by a car.

At night-time, you can clearly see many stars in the sky which form different constellations and are interesting to look at. However, with 85 more houses, all very close together, it would create a lot more light pollution which means you would no longer be

able to look at the stars. This is another problem that will affect future generations in the area because they will grow up having never seen what the night sky really looks like.

In conclusion, I believe all of these problems will affect Hempsted and everyone who lives in it in very bad ways, and the only way to completely stop them is to not build any more houses. The village residents have shown this is what they think many times before and they should not need to keep doing this for the rest of their lives. Please consider everything I have mentioned in this letter because they could turn into real problems if the houses are built.

Yours Sincerely,

James Clements

we would like to place our objections against the outline planning application on the mod site in hempsted.our main concerns are the emergency access from honeythorn close this is a quiet cul-de-sac and the residents would like it to stay this way.

This would have a big impact on us all in honeythorn and problems would arise. this site is not suitable for any housing being so close to the tip, and the many problems this site has. hempsted lane is busy enough, without adding more traffic by the bypass. all the local schools are full so where would these children go to if this happens. there appears to be no funds from the developers into the village.

this is definitely a no more housing for hempsted.

Roy And Jenny Lapington

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\)](#) at [Old Hempsted Fuel Depot Hempsted Lane Gloucester](#). The following objection was made today by Mr Jonathan Hill.

Honeythorn Close has been a quiet cul-de-sac since it was built 30 years ago - this was the reason we bought No 10 Honeythorn Close 16 years and it is great to be tucked away from the hustle and noise of main roads. We strongly object to the Emergency Connection gate being open to allow access to future foot pedestrians or cyclists who are resident in the proposed new development. We also strongly object to this Emergency Connection gate being open or being used by construction lorries during the construction of the new development - all such construction traffic must at all times enter through the main access into the new development off Hempsted Lane - otherwise our houses in Honeythorn Close will be subject to vibration & noise from the lorries and dirt from the site The developers should also be made to make a substantial contribution to the Community in particular to Hempsted Primary School which is already full. Yours sincerely Jon and Hilary Hill Owners and Residents 10 Honeythorn Close Hempsted Gloucester GL2 5LU

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is .

Mr Jonathan Hill
10 Honeythorn Close
Gloucester
GL2 5LU

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mr Mike Edwards.

Dear Sir Reference:-Proposed Development: Old Hempsted Fuel Depot, Hempsted Application for Planning Permission Ref: 12/00725/OUT I refer to the above planning application and would like to make the following objections: 1) The number of proposed dwellings far exceeds that outlined as acceptable in the 2002 Local Plan. Although not adopted, the Plan gives an indication of the density of dwellings originally thought acceptable by Gloucester City Council. Such density of the proposed housing is not in keeping with the density of current residential dwellings and the proximity of the proposed new house adjacent my property on Hempsted Lane is unacceptably close and would begin to turn an otherwise mainly rural community into an urban one. This is out of context with the rest of the old village. Even though the development would not be visible from Hempsted Lane, it would still be visible from the back of the village, from the public footpath on top of the ridge along Lady Well and from Honeythorne Close and would detract from the countryside setting currently enjoyed. 2) My property is the first house after the edge of the development site in Hempsted Lane and I envisage a further increase in traffic outside my house at peak times. The opening of the South West by pass has already increased traffic and normal through-traffic from the village is forced to queue at the roundabout at Monks Corner. A further addition to this problem with additional traffic coming from the new development will only add to the problem. Therefore the additional amount of traffic should be minimized, which can only be done with a reduction to the number of dwellings being built. 3) In addition to point 2, noise pollution at peak times will also be an issue and a disturbance. Therefore, the fewer the houses, the less noise and fume pollution. 4) I am concerned about the proximity of the residential development to the end of my property. Dwellings being built at the end of my garden would encroach on my privacy with upper stories overlooking my garden. At present, tall leylandii trees ensure we are not overlooked at the base of the garden so plans to remove these completely would mean loss of privacy. Any houses to the right of my property would also threaten loss of privacy. 5) I would query the effect of so many additional houses to the well-being of the local community. The village has few amenities and, for example, Hempsted Primary School is already over subscribed. There is an inadequate bus service, running only twice daily into Gloucester, no doctor or dentist and I would hope that any developer would consider contributing towards improved village amenities to accommodate increased population. 6) Finally, I am concerned that any substantial development on the land in question would have a detrimental effect on the wildlife currently there. At present we see Owls, and Bats regularly fly in our garden coming from the adjacent Oil Depot site and woodpeckers can often be seen and heard in the trees on site and these would be threatened by the arrival of a large number of dwellings in a small area. Whilst I believe a development of some kind on the land would be beneficial, I also believe that it has to be in context with the rest of the old village and therefore smaller in size than that proposed. A sympathetic rather than a financially- driven approach has to be one of the main considerations here. Yours Faithfully Mike Edwards

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

.

Mr Mike Edwards
36 Hempsted Lane
Gloucester
Gloucestershire
GL2 5JN

Dear Sirs,

With regard to the planning application for 85 dwellings at the old Hempsted Fuel Depot, we would like to register our objection.

The land remains an important buffer between the industrial area on Hempsted Lane, and the old village. Development on this land would effectively join the village to the centre of Gloucester and would destroy the village's rural feel.

This land is also an important habitat and safe haven for wildlife, where they can be unaffected by human presence. As your bat report suggests, there are many species of bats that are currently using this area.

I note that the developers, Bovale Homes are not adequately dealing with the problem of the old underground oil tanks and are simply building around them. Surely this cannot be acceptable to leave potentially dangerous and contaminated equipment in place next to housing? At present the green space between these oil tanks and Honeythorn close maintain this separation.

Hempsted village does not have the infrastructure to cope with more housing. The school is at capacity and even children who live close to the bypass have been unsuccessful at gaining a place at the school. The LEA recently proposed that Hempsted School move to a 1.5 intake, but this was rejected on the basis that the infrastructure of the village cannot cope with additional road or foot traffic in and out of the school. Building an additional 85 dwellings would presumably equal 20 or more children requiring a place at the school on top of the current intake. It simply cannot cope, and I very much doubt that Bovale Homes will offer anywhere near enough section 106 monies (or whatever it is called now) to make the necessary infrastructure changes to cope, let alone pay for an additional new school somewhere nearby, which would be a much better solution.

Traffic on Hempsted Lane is already busy, and the narrowness of the road between the post office and the bottom of the pitch where it meets the bypass, makes traffic flow difficult.

Hempsted does not have any facilities such as doctors, dentists, or a library, so residents already have to travel by car to reach these facilities in the centre of Gloucester where parking is difficult and expensive. These facilities, particularly the doctor's surgeries are already working at full capacity.

Please consider our objections. There are strong feelings in the village against ANY further development, as the village is in real danger of losing its important rural feel, that Gloucester City Council have highlighted many times in the past most recently in your conservation area document and on the information board situated on the footpath to the east of Hempsted Lane connecting to the Gallops.

A recent vote by residents regarding the potential of development on land to the East of Hempsted Lane resulted in 83% against development. This shows the strength of feeling in the village.

Kind regards

Ray and Trudi Dyer
100 Hempsted Lane
Hempsted
Glos
GL2 5JS

Sent from my iPad

Dear Bob,

I refer to your letter inviting comments on this application. As my property is adjacent to the site I have made comments on all of Bovale Ltd's previous applications for the development of this site.

1. **General:** I am no expert but the application appears to basically be a resubmission of all of the material submitted to, and considered by, the Planning Committee on 2 August 2011. I can see no attempts to address the concerns raised by the Committee and which led it to refuse that application. Consequently, I would assume the Committee will be consistent and refuse the current application.

2. **Discrepancy:** my general point is reinforced by the discrepancy in the proposed number of dwelling units.

The letter I received inviting me to comment on the application refers to "up to 100 dwelling units".

The application document states "100 dwelling units".

Whilst the the accompanying statement from Harrislamb (dated 27 July 2012) states that the proposal is for a "residential development comprising 101 dwellings (including 13 two-bed; 86 three-bed, 1 four-bed and 1 five-bed unit)" (section 7.1, page 26 refers).

In view of the potential significance to the existing local residents/communities I think we need to be absolutely clear as to what is being proposed and what we are being asked to comment upon!

3. I accept that the site is considered to be "brown-field" and as such is developable for residential use. I know that the the City Council's planning framework has allocated a limited portion of the site for residential use. I believe that this is a measured and balanced approach and do not object to it. However, I have strong views about the extent of the proposed development and the impact it will have on existing communities and services.

4. I retain the the view that up to 100 dwelling units;100 dwelling units, or 101 dwelling units (whichever is the correct figure) is an over-development of the site; will have

unnecessary and detrimental effects on the residents of Honeythorn Close, and will generally have an unacceptable impact on this part of the village.

In this context I therefore wish to lodge the following **Objections:**

(i) Too many dwelling units are proposed and this is not in keeping with, and will not compliment, the surrounding environment - the City Council's own current planning policies refer to development of up to 30 units on this site!

(ii) There would be an adverse impact on the traffic movements both entering and leaving the village - access onto and off of the current junction at the bottom of Hempsted Lane is already precarious with residents experiencing regular queues and "near misses" - the traffic from an additional 100/101 units would significantly exacerbate an already increasing problem.

(iii) The developer continues to take the view that contributions to the local infrastructure are not possible - this is an untenable position; development of

whatever scale will generate needs for services and place greater demands on the existing infrastructure - contributions must be made to meet the associated costs - it cannot be left to the Council taxpayer to subsidise developments!

(iv) Honeythorn Close was not designed to accommodate pedestrian through traffic that is why it is called a Close! Consequently the proposal to provide a pedestrian access is unacceptable.

From my perspective key issues are:

- the design of the properties' frontages are open and have been based on it remaining a cul-de-sac.
- there is evidence that where links of this nature are made, unfortunately, antisocial issues emerge (e.g. media reports have highlighted problems that residents have experienced elsewhere in Gloucester where communities have been linked and restrictions (unsuccessfully) put in place. The current example is the coverage of problems at the end of Chatsworth Avenue in Tuffley (see the Citizen dated Friday 10 August, and also Friday 23 October 2009 coverage)).

Please do not hesitate to contact me if you require any further information and/or clarification of the points made.

Yours sincerely
Chris Stock
26 Honeythorn Close
Hempsted.

From: STOCK, Chris .
Sent: 22 August 2012 08:24
To: Ristic Bob (
Subject: Old Hempsted Fuel Depot, Hempsted Lane, Gloucester
Importance: High
Sensitivity: Personal
Bob,

Thank you for your letter dated 8 August and your subsequent help in accessing the proposal documentation online. I will be submitting comments on the application in due course, however at this stage I have 3 queries which I would be grateful if you could help me with; they are-

1. Apparent Discrepancies in the number of proposed dwelling units?

- Your letter refers to "up to 100 dwelling units".
- The application document states "100 dwelling units".
- The accompanying statement from Harrislamb (dated 27 July 2012) included in the submitted documentation states that the proposal is for a "residential development comprising 101 dwellings (including 13 two-bed; 86 three-bed, 1 four-bed and 1 five-bed unit)" (section 7.1, page 26 refers).

Please can you confirm the number of dwelling units that the Planning Committee will be asked to determine?

2. Documentation:

From my skim through the documentation the only new material submitted by the applicant appears to be the application form and the accompanying statement from Harrislamb (dated 27 July 2012) – is that your understanding or have I missed something?

3. Experiences Elsewhere:

You will know from our previous discussions/representations submitted in respect of previous applications to develop this site that a fundamental issue of concern is the proposed emergency access via Honeythorn Close. We know from media reports about problems that residents have experienced elsewhere in Gloucester where communities have been linked and restrictions put in place. The current example is the coverage of problems at the end of Chatsworth Avenue in Tuffley (see the Citizen dated Friday 10 August, and also Friday 23 October 2009 coverage).

In this context will the Planning Committee be made aware of these issues, and will the Police be asked to review their previous comments on this specific aspect of the proposal in the light of the Tuffley experiences?

Regards.

Chris

(26 Honeythorn Close, Hempsted)

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: Housing at Hempsted
Date: 31 July 2013 10:10:23

Index as com and rep

Caroline Troughton
Business Support Manager
Business Support Service

From: Geraint Jones
Sent: 30 July 2013 19:24
To: Development Control
Subject: Housing at Hempsted

REF 12/00725/OUT

Dear Mr Ristic,

I wish to register my OBJECTION to the request from Bovale Homes for the building of 85 dwellings near the old fuel depot, Hempsted.

Hempsted can no longer support additional homes. There is no space left at the school and the lane is too narrow to accommodate even more traffic.

Existing new home owners are parking their vehicles on the lane making it a hazardous journey into and out of the village.

Having lived in Hempsted for 40 years I have witnessed continuous degradation of the quality of village life and this has to stop.

HEMPSTED IS SATURATED – ENOUGH IS ENOUGH.

Yours sincerely,

Geraint Jones

From: [Development Control](#)
To: [Mario Constantinou](#)
Subject: FW: 12/00725/out
Date: 31 July 2013 10:13:35

Pls index

Caroline Troughton
Business Support Manager
Business Support Service

-----Original Message-----

From: Amy Price
Sent: 30 July 2013 18:17
To: Development Control
Subject: Ref: 12/00725/out

Dear Mr Bob Ristic,

I would like to object against the planning permission going ahead near the Old Hempsted Fuel Depot.

Our village prides itself on being neighbourly, offering the 'outside of town' charms and security. By developing further houses in our village, this will destroy everything that Hempsted village has built its reputation and pride upon. Ultimately you will also encourage more crime to move to this village by building further houses.

There is not much countryside remaining in Gloucester do not build upon what is left.

Yours sincerely,

Amy Price
A Hempsted resident

Sent from my iPhone

FAO: Bob Ristic

Bob,

I've read Severn Trent Water's limited comments with interest and assume this response is based on a technical consideration of the plans.

As parts of the Hempsted community continue to experience problems with sewer issues etc... is it possible for the Planning Committee to be advised (by Severn Trent) of:

- The nature of the continuing issues and their causes?
- Severn Trent's plans/timescales for addressing these issues?

You will appreciate from many of the comments submitted by residents to date that a major issue is the adverse impact of further development on an already overstretched infrastructure.

Regards.

Chris Stock

█

To:
Subject:
Date:

█
[Development Control](#)

REF: Proposed Development at Hempsted ref: 12/00725/OUT
01 August 2013 21:52:32

Objection:

Dear Sirs

I wish to object the above Bovale development near the Old Hempsted Fuel Depot as Hempsted must retain its separate identity and uniqueness as a village. We residents of Hempsted wish to retain both the historical and cultural aspects and keep the semi rural status it still enjoys bordering the outskirts of Gloucester, but separate from it. We are currently at saturation point in terms of the infrastructure around the village and I believe there are not sufficient plans in place to support existing planned development in terms of doctors, dentist, and school places let alone the capacity of Hempsted Lane itself to take extra traffic and sewage outflow. No provisions are being made for cycle tracks to enable safe cycling to take place. The current junction/exit of Hempsted Lane and Secunda Way has already been ill-thought through with traffic on the main road blocking our exit at peak times.

On this basis I oppose this development most strongly.

Your truly

█

Hempsted Lane resident

Ref: 12/00725/OUT

Objection:

Dear Sirs

I wish to object the above Bovale development near the Old Hempsted Fuel Depot as Hempsted must retain its separate identity and uniqueness as a village. We residents of Hempsted wish to retain both the historical and cultural aspects and keep the semi rural status it still enjoys bordering the outskirts of Gloucester, but separate from it. We are currently at saturation point in terms of the infrastructure around the village and I believe there are not sufficient plans in place to support existing planned development in terms of doctors, dentist, and school places let alone the capacity of Hempsted Lane itself to take extra traffic and sewage outflow. No provisions are being made for cycle tracks to enable safe cycling to take place. The current junction/exit of Hempsted Lane and Secunda Way has already been ill-thought through with traffic on the main road blocking our exit at peak times.

On this basis I oppose this development most strongly.

Yours truly

Hempsted Lane resident

Dear Bob Ristic

I write to object to the proposed housing development at the old fuel depot at Hempsted. In recent years, especially after the extensive developments between the bypass and canal, traffic on Hempsted Lane has been increasing. At the same time road side parking has increased, virtually turned Hempsted Lane into a single track lane. Hempsted Primary school is due to double the number of pupils, most of them taken to and from school by car. I expect that access to the proposed development will be via Hempsted lane and therefor further increase the traffic problems.

Tommi Nielsen
49 Hempsted Lane
Hempsted
Gloucester GL2 5JS

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mrs Jennifer Lapington.

i would like to object to this application, the houses have been refused several times before and in my opinion nothing has changed, hempsted lane is busy enough, and honeythorn our major concern should be left as a quiet cul de sac.

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

.

Mrs Jennifer Lapington
24 Honeythorn Close
Gloucester
GL2 5LU

4 Honeythorn Close
Hempsted
Gloucester
GL2 5LU

26th August 2012

REF - 12/00725/OUT

Dear Mr Ristic,

I am writing this letter in objection to the Notification of Planning Application I have recently received

My husband and I moved to Hempsted village in April this year, and after looking at several houses in local areas we chose to live here for numerous reasons.

From our front window we look on to a lovely field, and from the kitchen a magnificent view of Gloucester Cathedral. With your current plans, this could all be at risk and in replacement looking at new build houses, and a mass of cars something we didn't envisage having to look at.

The village has a some beautiful looking luxury houses here, and by putting in brand new houses like all other new housing estates would make the area look out of character and scruffy, once again ruining the current look and feel of the village.

Hempsted village is just that, a village with local amenities for the houses here. One of the main attractions of living here is that it is quiet, idyllic and has beautiful green areas of open space, which you are prepare to sacrifice for yet more houses.

It was only a few years back that all the new houses have been built on the new side of Hempsted, with even more still being built. Why the need for yet more, and in the process ruining the village that has been here for years?

We are expecting our first child and are delighted that it will be able to go to the local school, however, if more houses are built where will all these families send their children? There is not the room for anymore children to attend the current one, so does this also mean another school being built?

With any new houses comes the need for more shops, supermarkets, public houses all of which will ruin the village atmosphere currently in Hempsted, and put the local village post office and shop at potential loss

The increase in traffic is a major concern for me. That new bypass is already heavy with traffic at all times of the day. I work on the road, and daily use the bypass and the congestion is Immense from 8-9.30am and then again from 4-6pm, with a built up of traffic all day long. This road can not cater for any more traffic with just people getting to and from there properties and safely.

Where would the access point be for this new development, I assume it would mean more reworking of the current road, as the current system would not work? Again yet more building and disruption to the village.

I think it is disgusting that yet more houses are being considered, for an area that has already been under development in recent years sacrificing the current village here in Hempsted

Kindest Regards

Hayley and Scott Young

*5 St Swithuns Road
Hempsted
Gloucester
GL2 5LH*

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

1st August 2013

**BUSINESS SUPPORT
SERVICES
- 2 AUG 2013**

Dear Sir,

Re: Hempsted Fuel Depot

I understand that there is an application for planning consent to build 85 houses on the above named site.

I further understand that applications have been put in before but rejected due to the strength of complaints from local residents.

I wish to protest about the current planning application. Hempsted has seen enormous expansion in recent times and in my view does not need any further houses.

Hempsted does not have the facility for further properties. There is only one very small School which is already over subscribed. There is no GP Surgery in the village and no other facilities save for a Post Office and of course the new Sainsburys.

As already stated there has been massive development in recent years with the Gallops Development and Monk Meadow.

To build houses on the old Hempsted fuel depot is going to mean access being granted onto Hempsted Lane.

Hempsted Lane is already a busy road and would not cope with further traffic and it would lead to major congestion at the junction at the bottom of Hempsted Lane at Monk Meadow corner. It would almost certainly lead to considerable tailbacks of traffic at peak times and there are no traffic lights or any other means of controlling traffic flow and therefore congestion and build up, on Hempsted Lane is inevitable. In actual fact, at rush hour in the morning it is already difficult coming out of Hempsted Lane onto the ring road by Monks Corner and this development would simply exacerbate the difficulties that residents already face.

The development would have an impact upon the environment. Hempsted is still (just about) a pleasant village with an almost semi rural feel. There are still fields and meadows around the village. This planning application would seriously impact upon the general environment. There are other developments planned along Hempsted Lane such as the site at Gordon League and the meadow land to the North of Gordon League. If these applications are granted then the whole feel and nature of the village will be seriously damaged.

In addition, students from Gloucestershire College cause difficulties on Hempsted Lane by parking on the side of the road almost back to Gordon League Rugby Club and this means that traffic coming down Hempsted Lane often has to wait for oncoming traffic and vice versa.

For all of the above reasons and to preserve the nature and character of Hempsted I believe that this planning consent should not be granted.

Yours sincerely

PAUL GRIFFIN

Yew Tree Lawn,
152 Hempsted Lane,
Gloucester GL2 5JY
30th July 2013.

Dear Sir

Proposal of 85 dwellings
near Old Hempsted Fuel Depot

Development simply not
viable. Totally misguided.
First look at suitability
of roads, school, utilities,
etc. Chaos would reign!

Yours faithfully,

Grace Pearson
(nee Ashbee)

BUSINESS SUPPORT
SERVICES
- 2 AUG 2013

Mr Bob Ristic,
Development Control,
Herbert Warehouse,
The Boaks,
Gloucester GL1 2EQ

**5 St Swithuns Road
Hempsted
Gloucester
GL2 5LH**

Mr Bob Ristic
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

**BUSINESS SUPPORT
SERVICES
- 2 AUG 2013**

01/08 August 2013

Dear Sir,

Re: Hempsted Fuel Depo

I understand that there is an application for planning consent to build 85/100 houses on the above named site.

I have objected to this in the past and again feel that this would be a retrograde step for Hempsted and therefore object strongly. Applications have been put in before but rejected due to the strength of complaints from local residents.

I wish to add my protest about the current planning application. Hempsted has seen enormous expansion in recent times and in my view does not need any further houses.

Hempsted does not have the facility for further properties. There is only one very small School which is already over subscribed. There is no GP Surgery in the village and no other facilities save for a Post Office and of course the new Sainsburys.

As already stated there has been massive development in recent years with the Gallops Development and Monk Meadow.

To build houses on the old Hempsted fuel depo is going to mean access being granted onto Hempsted Lane.

Hempsted Lane is already a busy road and would not cope with further traffic and it would lead to major congestion at the junction at the bottom of Hempsted Lane at Monk Meadow corner. It would almost certainly lead to considerable tailbacks of traffic at peak times and there are no traffic lights or any other means of controlling traffic flow and therefore congestion and build up up Hempsted Lane is inevitable.

In addition, students from Gloucestershire College cause difficulties on Hempsted Lane by parking on the side of the road almost back to Gordon League Rugby Club and this means that traffic coming down Hempsted Lane often has to wait for oncoming traffic and vice versa.

For all of the above reasons and to preserve the nature and character of Hempsted I believe that this planning consent should not be granted.

Yours sincerely

Marlene Simms

Planning Dept
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

12 Honeythorn Close
Hempsted
Gloucester
GL2 5LU

31 July 2013

Dear Mr Ristic,

Your Ref: 12/00725/OUT - Old Hempsted Fuel Depot, Hempsted Lane

First I should say that I welcome the proposal to develop this area of land realizing that it is within the city and mindful of the need for provision of more housing. However I urge the Planning Authority to take this opportunity to give Gloucester a well designed area of housing which will include affordable housing wherein the occupants will be happy to live and to ensure that sufficient funds are made available to the local school for expansion and for the provision of other social amenities.

I do have a number of specific concerns:

1. The suggestion of up to **85** dwellings is an inappropriate density. Somewhere in the region of 50 would be more acceptable.
2. Landscaping of the flood plain and the presence of buildings and roads further up will reduce the 'sponge' effect of open ground. Will this raise the flood plain even further? Will this jeopardise the houses presently at Monks Corner and the bottom of Hempsted Lane which were close to flood water in 2007?
3. As it appears that the old fuel tanks are being left in situ and the land left untouched will this area with its associated contamination be well fenced to prevent children from getting in to play?
4. The Waste Disposal Site is planning a Transfer Station in close proximity to this site.
5. Are there any badgers or bats on this site which has been untouched for quite a number of years.
6. Is the possibility of access through Honeythorn Close a concern in this Outline Application? If as before it would be for Emergency Use Only who would hold the key for years to come? *If there were free access there could be serious safety issues.*

Yours sincerely,

Mrs Sarah Goss



Gloucester City Council
 (attn Bob Ristic Esq)
 Herbert Warehouse
 The Docks
 Gloucester
 GL1 2EQ

**BUSINESS SUPPORT
 SERVICES**
 20 AUG 2012

Dear Sir,

Old Hempsted Fuel Depot Hempsted Lane Gloucester
 Your Reference 12/00725/OUT dated 8 August 2012

Thank you for your letter about the outline application for residential development on the former Hempsted Fuel Depot. This response is written on the account of myself (the signatory) and my wife. Whilst we cannot raise objections because we live in the adjacent Honeythorne Close or in Newark House— for we do neither – we can raise them as residents of Hempsted Village. Our objections are based on the following:

Where is the school capacity to be found to accommodate the children that will inevitably live in the new houses? To the best of our knowledge all the local schools are full already.

The same question applies to medical facilities for the families, though we have no knowledge of the state of existing facilities.

What provision will be made to protect the environs from flooding – witness the events of 2007?

How will the current road system – Hempsted Lane and the “lozenge” round-about – cope with the extra traffic that will inevitably ensue?

From where (given the existing road system) will residents enter and exit the site?

How will the residents be protected from the smell from Hempsted tip? In due course the tip will close because there will be no more capacity, and as it looks at the moment the Incinerator at Javelin Park will be built (if it ever is) in the far longer than shorter term.

How will the residents be protected from the noise of traffic going to and from the tip (whilst it exists).

From the reports in the Citizen the housing stock to be built on the site is only 1 repeat 1 unit less than previously envisaged.

There appears to be no provision whereby the developers provide funds to improve local amenities; we understood that such provision is mandatory.



Mr R. Ristic
Gloucester City Council
Herbert Warehouse,
The Docks
GL1 2EQ



Dear Mr Ristic,

12/00725/OUT

Old Hempsted Fuel Depot, Hempsted Lane, Gloucester

I am much alarmed to learn that an 'Application for Housing Development' is once again being sort, maybe one dwelling less!! and on a flood plain, as we witnessed in 2007, at times so much water on the road near the entrance to the field, MONKS CORNER was cut off from Hempsted Lane.

We understand that many dwellings in the New Hempsted, stand empty, so why more housing?

I am greatly disturbed that there will be access into Honeythorn Close, no matter what type of access it will be abused, and the Close will become a car park in times of flooding. Also I will no longer feel secure in my own home, as I do now, with caring neighbours.

It is essential the dividing STONE WALL, between my property and the proposed site be retained.


M. Bagness (Mrs)

**BUSINESS SUPPORT
SERVICES**

21 AUG 2012

BUSINESS SUPPORT
SERVICES

20 AUG 2012

20/8/12

Dear Mr Ristic,

Old Fuel depot, Hempsted Lane GLOUCESTER 12/00725/OUT

Thank you for your consultation letter of 8th August about the above.

I am reminded of that old adage "if at first you don't succeed again"
Bovale started at 152 houses then 127 then 102 and now 100 but this time around
saying, in effect, "we made a serious error of commercial judgement a few years ago
when we bought this land; please help us make a profit by waiving any Sectn 106
monies by giving a permission for a rotten submission" The effrontery beggars belief,

Please maintain the robust refusal position you have adopted in the past, it appears to
me that there are no redeeming features in the present submission that deserve any
thing more than outright rejection. You have on file my objections to the previous
submissions and I shall be pleased if you will read them together with this present
objection,

The officer report for application 08//01049OUT is an exemplary analysis of all that
is wrong with this development concept and could well form the basis of refusal for
the present submission and I hope that a refusal of permission will be your verdict on
this present totally unacceptable application.

I am still extremely concerned as to what has happened to ..' the high levels of inter
alia Arsenic, Lead, Cadmium, Mercury and Zinc (all deadly poisonous chemicals)
'that were identified, as being present o the site. in the original contamination report
that was part of the very first submission; I can only assume that they are still there!

This submission is still totally unacceptable and I hope that you will reject it as before
and let the company plead their case at a public inquiry when the inadequacies of their
submission can be fully exposed.

Yours sincerely,

Regeneration Directorate, The Dock

16th August 2012

Gloucester City Council
Planning Department
Herbert Warehouse
The Docks, Gloucester GL1 2EA

BUSINESS SUPPORT
SERVICES

21 AUG 2012

Your Ref. 12/00725/out

Old Hempsted Fuel Depot Hempsted Lane Glos.

once again I'm objecting To Building on This Site.

Reasons:-

- ① NO MORE Houses wanted in Hempsted.
- ② Site To Close To Refuge Tip - Flooding Vermin & Smell
Seagulls Etc
- ③ School not able To Take More Children.
- ④ Traffic:- 100 units = at least 200 more Cars
Trying To Get out of Site via Hempsted Lane
which in the Rush Hour is already a nightmare due
To Traffic on Bye Pass.
- ④A Restricted Parking (YELLOW LINES) are due To go in
Hempsted Lane Between Menks Corner + Honey Thorn Close
Surely This Tells you what The Traffic is already
Like in Hempsted Lane.

Please Consider The Residents who already
live in Hempsted and do NOT APPROVE This
application.

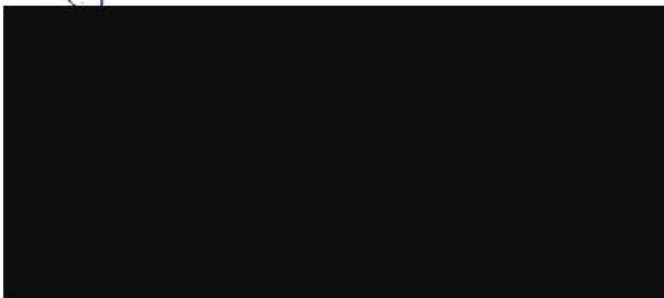
Not all residents are retired and comfortably off
Some of us. Post retirement age still have to work for
a living.

The Convenience Store has been closed for many years
and has been converted into Flats. ||

Public Services is that the one bus a day
Leaves Hemsted. 10.50AM returning 1.30PM. = 2½ hrs

IN-TOWN.

yours faithfully



BUSINESS SU
SERVICE

15.8.12.

20 AUG 20

To Town & Country Planning re -
DEVELOPMENT HEMPTSED FUEL DEPOT.

I am very much against the above application to build 100 houses on this site.

This is the fourth time planning has been sought - is it not yet clear the area is not ideal.

It floods - is near the tip and access will be onto a very busy road. No funding for the many children a development like this will bring. All this before the distress to residents close by. Need to go on - Scrap it - would you live there?

Hello

Comments have been submitted regarding proposal [Outline application for residential development of up to 100 dwelling units with means of access and public open space. \(Appearance, landscaping, layout & scale reserved for future consideration\) at Old Hempsted Fuel Depot Hempsted Lane Gloucester.](#) The following objection was made today by Mr Terry Platten.

We can not see how reducing development by one can make a difference, so all previous objections still stand, particularly extra traffic, flooding & school not large enough with no room to expand.

However, there has been a problem with the automatic email notification of the case officer. Please check that the case officer email address for case 12/00725/OUT is still valid.

The officer currently associated with the case is Bob Ristic and the registered email address is

.

Mr Terry Platten
Monks Corner Shop
Hempsted Lane
Gloucester
Gloucestershire
GL2 5JN

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	UNIT 10 SILVERDALE PARADE, HILLVIEW ROAD, HUCCLECOTE.
APPLICATION NO. & WARD	:	14/01414/COU HUCCLECOTE
APPLICANT	:	PAPA JOHN'S (GB) LTD
PROPOSAL	:	CHANGE OF USE TO HOT FOOD TAKEAWAY (USE CLASS A5) PLUS ASSOCIATED MINOR EXTERNAL ALTERATIONS.
REPORT BY		BOB RISTIC
NO. OF APPENDICES/ OBJECTIONS	:	1 SITE LOCATION PLAN OBJECTION FROM CLLR DECLAN WILSON 18 LETTERS OF REPRESENTATION PETITION WITH 71 SIGNATURES

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 This application is brought before the Planning Committee at the request of Ward Councillor Declan Wilson.
- 1.2 The application site comprises a single storey flat roof commercial unit sited at the northern end of a parade of shops at Silverdale Parade, which is in turn accessed from Hucclecote Road and extends onto Hillview Road to the North.
- 1.3 The application property is presently vacant and was occupied by Betfred turf accountants who have since relocated to the adjoining two units to the south.
- 1.4 The application seeks planning permission for the change of use of the property from Use Class A2 to Class A5 for use as a hot food takeaway to be occupied by Papa John's Pizzas. The application also includes details of a roof mounted extraction system which would be sited to the southern part of the roof and would be screened by a timber screen.
- 1.5 The proposed opening hours would be 10am to 11pm Mondays to Fridays, Sundays and bank Holidays and 10am to midnight on Saturdays.

2.0 RELEVANT PLANNING HISTORY

2.1 The most recent planning history for the site is set out below:

98/00014/ADV - 1 No. non-illuminated fascia sign and 1 No. illuminated projecting box sign Grant -10.03.1998

97/00574/COU - Change of use to licensed Betting Office. Erection of Satellite dish - Grant - 17.11.1997

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

In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development.

For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

- 3.3 The policies within 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:
- Policy ST.1 Sustainable Development
 - Policy BE21 – Safeguarding of Amenity
 - Policy TR31 – Road Safety
 - Policy FRP.10 – Noise
 - Policy FRP.11 - Pollution
- 3.5 In terms of the emerging Local Plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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
- 3.7 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 PUBLICITY AND REPRESENTATIONS

- 4.1 The occupiers of 31 neighbouring properties were notified of the application by letter and a site notice was also posted.
- 4.2 In response to the consultation the council has received 19 individual letters of objections from members of the public, a letter of objection from the Ward Councillor Wilson and a petition with 91 signatures.
- 4.3 The comments raised are summarised below:

- Area already served by two Indian takeaways, two Chinese takeaways, a fish and chip takeaway and a takeaway pizza outlet
- Area is already subject to cooking smells and odours from these existing outlets and I do not consider we need more air pollution in the form of food odours
- Not suitable next door to a residential property
- Nuisance from noise and smells to residents
- Roof mounted extract would be located within 10 metres of kitchen, bedroom and conservatory windows
- Extractors can be noisy – one already on roof of Royal Oak some 40 metres away
- Previous staff would use rear yard as a smoking area.
- No benefit for area
- Area is not suitable for this kind of use
- Already suffer in a large way from the litter from the existing outlets as well as the Royal Oak public house
- Limited parking spaces in the area
- Delivery vehicles will take up valuable spaces
- This part of Hillview Road is already blighted by traffic problems
- Double Yellow Lines have no effect on parking
- Rarely see a traffic warden in the area
- Sometimes difficult to enter Hillview Road with people manoeuvring into parking spaces
- Customers drive up Hillview Road to use roundabout to turn
- Hillview Road used for all day parking by staff
- Co-op deliveries already bring road to 'stand-still'
- Co-op deliveries block Foxweell Drive
- Already suffer from driveways blocked by cars
- This area is not used to late night traffic noise
- Coop closes at 10pm whereas chip shop and pub on Hucclecote road close at 11 & 11.30pm
- Outlet would be used by drinkers leaving the pub and would cause noise
- Enough problems with drinkers from pub
- Anti-social behaviour and noise from customers outside shop
- Noise pollution from delivery vehicles late at night
- Problems will become far worse with new takeaway
- Already enough litter from existing shops.
- Would lead to more litter & vermin
- It was bad enough having a 'bookies' there
- Already a pizza delivery shop in Brockworth
- Local primary school promotes healthy eating – would add to obesity crisis
- Can not control type of food cooked once permission is granted
- Proposed pizza store will be a few feet from the nearest house.
- Unreasonable to expect the residents to live with noise and cooking smells.
- Side door is narrow wheelie bins may be left in street

- Staff would be on site beyond Midnight closing.

4.4 Councillor Wilson has raised the following objections:

- The proposed location is inappropriate
- Inadequacy of local infrastructure.
- Hillview Road is already having to cope with heavy traffic
- Junction with Hucclecote Road is often blocked by cars leaving
- Very limited number of parking spaces available.
- Regular deliveries by large lorries to the Co-op at the junction with Foxwell Drive exacerbate the situation.
- It is not unusual to find all parking spaces taken plus the entire length of Hillview Road.
- A pizza delivery service will take up spaces.
- Nuisance to local residents.
- All shops are closed by 10 which gives residents some respite
- This application extends business activity until 12
- Residents have in past put up with disruption for the benefit of the overall community.

4.5 City Council Environmental Health Officer – No objections subject to conditions.

4.6 Gloucestershire Highways – no objections

4.7 The full content of all correspondence on this application can be inspected online via the Councils website or at the reception, Herbert Warehouse, The Docks, Gloucester, prior to the Committee meeting.

5.0 **OFFICER OPINION**

5.1 The application has generated a considerable level of objection. It is considered that the main planning considerations in this instance are:

- Neighbouring amenities
- Highway impact

Neighbouring Amenities

5.2 In response to the objections raised by residents the applicant has provided further information with regards to the nature of Papa John's business model and operational data from other stores.

5.3 The applicant has advised that on average an 'out of London' store generates on average 324 transactions per week, of which 206 transactions (63%) are deliveries to customers. The remaining 118 orders collected by customers equate to 16 visitors per day of which 71% are made after 6pm – 11.4 customers per day or an average of just over 2 customers per hour between the hours of 6pm and 11pm.

- 5.4 In terms of deliveries, a typical store would generate 206 orders per week or an average of 29 per day. Staff are encouraged to deliver two orders for every journey in order to lessen the number of trips, resulting in an average of 1.5 orders per trip from the unit. Of these deliveries 71% (159 orders) are made between 6pm and 11pm, equating to delivery 27.7 orders in the evening per day or 5.7 per hour.
- 5.5 While it is acknowledged that the figures provided are an average across the week and that the takeaway business may be busier towards the end of the week, I do not consider the level of deliveries and visitors would result in demonstrable harm to the amenities of the occupiers of neighbouring properties in terms of the number of comings and goings.
- 5.6 The applicant has provided a typical noise management plan for Papa John's. I consider it reasonable to impose a condition requiring the business to operate in accordance with this plan. In addition to this a condition relating to the hours in which the business is open to the public would minimise possible disturbance to neighbouring occupiers.
- 5.7 The applicant has advised that the nature of the business involves baking and there would be no frying as a result the cooking smells would be significantly less than those associated with say oriental food or chips. Given the specific nature of the takeaway and associated cooking process, I consider it reasonable to require a condition restricting the use to a Pizza takeaway only.
- 5.8 The application has been accompanied by details of the ventilation system which would be installed to remove cooking odours and fumes. The submitted information has been reviewed by the City Council Environmental Health officer who has raised no objections to the proposed use subject to the equipment being installed and maintained for the duration of the use.
- 5.9 Subject to compliance with the relevant conditions, the occupiers of neighbouring properties would not be unduly affected by cooking smells from the proposed use.
- 5.10 Concerns have been raised with regards to litter from existing outlets. The applicant has advised that papa Johns is mainly a delivery operation with customers consuming food away from the premises. Nevertheless I consider it prudent to require a waste bin to be provided for customers.

Highway Impacts

- 5.11 It is acknowledged that at times Silverdale Parade, Hillview Road and Foxwell Drive suffer from heavy traffic, overspill parking and congestion.
- 5.12 The National Planning Policy Framework is explicit at Paragraph 32 that '...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

- 5.13 The surrounding area contains 9 parking spaces on Silverdale Parade outside of the shops and a further 10 spaces on the opposite side of the road at Foxwell Drive. To the immediate north on Hillview Road are a series of double yellow lines and stopping restrictions to the lower parts and western side of the street.
- 5.14 The parking bays outside of the store are restricted within the hours of 8.30-6.30pm Mondays to Saturdays with a 1 hour maximum stay and no return within 1 hour. The delivery vehicles associated with the takeaway would be required to comply with this restriction and any breaches would be a highway enforcement issue.
- 5.15 The trip generation for the hot food takeaways would be high volume but short in duration, this is backed up by the fact that the takeaway proposed would have no customer seating area. Additionally and based in information from the applicant (which also correlates with TRICS data) the majority of these visits (71%) would be after 6pm when the post office, newsagent and estate agent are closed and thereby more parking spaces would be available. It is therefore considered that there is sufficient parking provision to serve the proposed use.
- 5.16 It should be noted that the application relates to an existing commercial property which can, without the requirement for any further planning consents be occupied for any use falling within Class A2 (financial and professional services) of the Town and Country Planning (Use Classes) Order 1987 and/or Class A1 (retail).
- 5.17 The highways officer has assessed the trip generation of a takeaway against a fall back of an A1 convenience store, using the TRICS database, which indicates that a takeaway would generate a similar number of trips and as a result it is concluded that the proposed use would not result in a significant increase in vehicular tips over and above what could be generated through permitted development. As such the proposed change of use would not result in a severe impact upon the highway network.
- 5.18 The Highway Officer has also reviewed letters of representation from neighbours some of which were also accompanied with photographs and has advised that the congestion present at times is an existing problem and as such cannot be used against a change of use that does not have any significant difference in impact to what is currently occurring or could occur as part of a 'fall back'. Additionally the issue of motorists parking on double yellow lines falls outside of planning and is a legal/enforcement matter.

Other Matters

- 5.19 The property presently has no restrictions to hours of operation and could revert to A1 retail without requiring planning permission. This fall back is a material consideration particularly as the unit could be occupied as a convenience store or off-licence which would be able to trade earlier in the mornings and later at night. This type of use from the property could also

result in a significant volume of vehicular movements and would be outside of the council's control.

- 5.20 As the unit falls outside of the Local Centre designation and is not presently in retail use there are no specific policy restrictions relating to the change of use of this unit.
- 5.21 It is considered that the imposition of conditions limiting the occupation of the building to Pizza takeaway, the requirement to operate in accordance with a noise management plan, and with a restriction to opening hours, would ensure that the living conditions of the occupiers of neighbouring properties are maintained.

6.0 **CONCLUSIONS**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 6.2 The application would bring back into use a vacant unit within an established parade of shops. It is considered that subject to compliance with conditions the proposal would not result in demonstrable harm to the living conditions of the occupiers of adjoining residential properties or adversely impact highways safety. For these reasons the proposal would comply with Policies FRP.10, FRP.11, BE.21 and TR.31 of the Second Deposit City of Gloucester Local Plan (2002).
- 6.3 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 and use land buildings 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 **RECOMMENDATIONS OF THE HEAD OF PLANNING**

- 7.1 That planning permission is granted with the following conditions to be applied:

Condition 1

The use 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 the submitted application form, supporting information and approved drawing nos. 00472-02 rev.B, 00472-04 and 00472-05 received by the Local Planning Authority on 3rd December 2014 as well as any other conditions attached to this permission.

Reason

To ensure that the development 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

No works during the construction/conversion phase shall take place before 08:00hrs on weekdays and 08:30hrs Saturdays nor after 18:00hrs on weekdays and 13:00hrs on Saturdays, nor at any time on Sundays, Bank or Public Holidays.

Reason

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

Condition 4

No materials or substances shall be burnt within the application site during the construction phase.

Reason

To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

PRIOR TO OCCUPATION

Condition 5

The extraction system and plant equipment detailed in the application (supporting information on the proposed extraction system and plant at 10 Silverdale Parade, Hucclecote, Gloucester GL3 3LA) shall be installed in accordance with the submitted details prior to the commencement of the use hereby permitted and shall be retained for as long as the uses continues.

Reason

To ensure that unsatisfactory cooking odours outside the premises are minimized in the interests of the amenity of occupiers of nearby properties and in accordance with Policies FRP.10, FRP.11 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 6

Prior to the first occupation of the building, the proposed screening to the roof mounted plat shall be installed in accordance with the approved drawings. The screening shall be maintained in accordance with these details fro the duration of the use.

Reason

To preserve the visual amenities of the area and in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

POST OCCUPATION

Condition 7

The premises the subject of this application shall be use for a pizza takeaway and delivery use within Use Class A5 and for no other purpose (including any purposes within Use Class A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to the Class in any statutory instrument revoking and re-enacting that Order with or without modification.)

Reason

The Local Planning Authority wishes to have the opportunity of exercising control over the nature of any subsequent hot food takeaway use in order to protect the living conditions of neighbouring occupiers and in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 8

The premises shall only be open to the public and deliveries dispatched between the hours of 10am to 11pm Mondays to Fridays, Sundays and Bank Holidays and 10am to midnight on Saturdays.

Reasons

To define the terms of this permission and to protect the living conditions of the occupiers of neighbouring properties in accordance with policies FRP.11 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 9

The business shall be operated strictly in accordance with the submitted Papa John's noise management plan received by the Local Planning Authority on 16th February 2015.

Reason

To protect the living conditions of nearby occupiers and in accordance with policies FRP.10 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 10

The extraction equipment installed in pursuance of Condition 5 shall be regularly maintained in accordance with the manufacturers specifications to ensure its continued satisfactory operation and the cooking process shall

cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

Reason

To ensure that the use does not result in excessive cooking odours outside the premises and that the amenity of occupiers of nearby properties is protected in accordance with Policies FRP.10, FRP.11 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 11

All windows and doors to the property shall be fitted with self-closing mechanisms and shall be retained in the closed position save for the purpose of access and egress.

Reason

To ensure that doors not left open in order to contain noise and cooking odours within the property and to comply with Policies FRP.10, FRP.11 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 12

Prior to the commencement of the use hereby permitted, precise details of the design and siting of a waste bin to serve customers, shall be submitted to and approved in writing by the local planning authority. The bin shall be installed in accordance with the approved details prior to the use commencing and shall be retained for the duration of the use.

Reason

To provide a suitable receptacle for customer waste and in accordance with Policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Note 1

Your attention is drawn to the requirements of the Building Regulations, which must be obtained as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 01452 396771 for further information.

Statement of Positive and Proactive Engagement

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.

Decision:

Notes:

.....

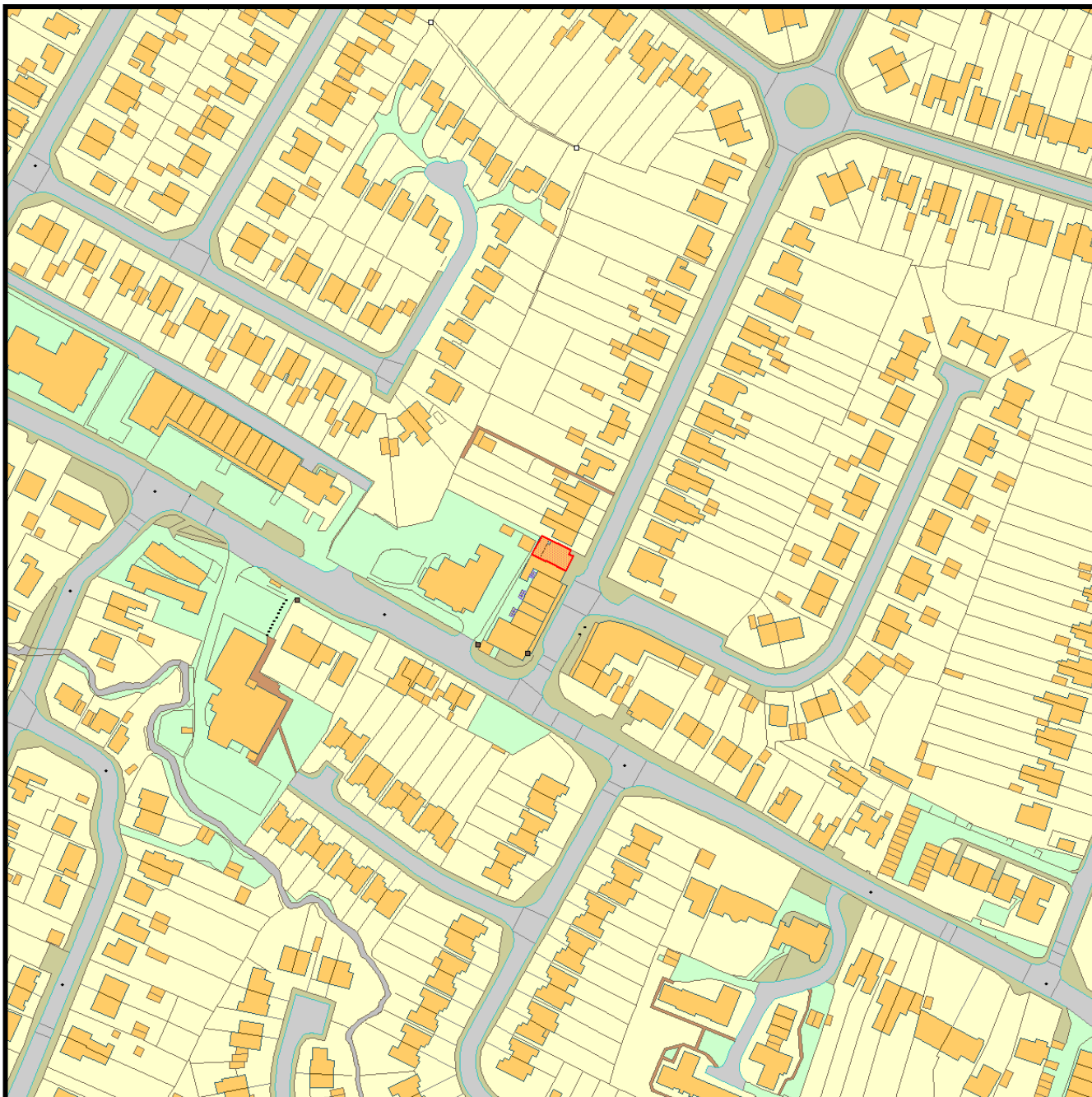
.....

Person to contact: Bob Ristic (Tel: 396822)

14/01414/COU

**10 Silverdale Parade
Hillview Road
Gloucester
GL3 3LA**

Planning Committee 03.03.2015



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Hello

Comments have been submitted regarding proposal [Change of use to hot food takeaway \(Use Class A5\) plus associated minor external alterations. at 10 Silverdale Parade Hillview Road Gloucester GL3 3LA](#). The following objection was made today by Mr Declan Wilson.

Comments Submitted on Dec 26th 2014. I object to this application on the following grounds.

1) Inadequacy of local infrastructure. Hillview Road is already having to cope with heavy traffic loads generated primarily by a busy post office, Co-op store, hairdressers and betting shop. The junction with Hucclecote Road is often blocked by cars leaving and trying to find the very limited number of parking spaces available. Regular deliveries by large lorries to the Co-op at the junction with Foxwell Drive exacerbate the situation. It is not unusual to find all parking spaces taken plus the entire length of Hillview Road right up to the the mini roundabout. A pizza delivery service requires vehicles. Where will they park if all spaces are taken? 2) Nuisance to local residents. Currently all shops are closed by 10 which at least gives residents some respite at the end of a busy day. This application extends business activity until 12 which is unacceptable. Residents have been remarkably tolerant over the years in being prepared to put up with some disruption for the benefit of the overall community. However this proposed pizza store will be literally only a few feet from the nearest house. It would be unreasonable to expect the residents to live with the inevitable noise and cooking smells that will result from this application. It is my view that this is an entirely inappropriate location for this type of business. Regards Cllr Declan Wilson Hucclecote Ward

Mr Declan Wilson



Development Control Services
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

15th December 2014

For the attention of Mr Bob Ristic, case officer.

Dear Sir,

Reference

PLANNING APPLICATION 14/01414/COU

I write in connection with the above planning application. I have examined the plans and I know the site well. I wish to object strongly to the development of a takeaway outlet in this location.

This part of Hucclecote is already served by two Indian takeaways, two Chinese takeaways, a fish and chip takeaway and a takeaway pizza outlet.

The area is already subject to cooking smells and odours from these existing outlets and I do not consider we need more air pollution in the form of food odours.

We already suffer in a large way from the litter from the existing outlets as well as the Royal Oak public house. The council cannot cope with what we have at present. How do they propose to meet the future litter problem which will be caused by another takeaway?

This bottom part of Hillview Road is already blighted by traffic problems, both from people using the shops and by deliveries to the shops. Double yellow lines which were recently installed have had no effect. It is often very difficult to enter Hillview Road from Hucclecote Road due to people trying to park, reversing outside the shops or deliveries being made to shops. These problems will become considerably worse if a takeaway outlet is opened. Traffic is often brought to a standstill in Hillview Road due to large lorries delivering to the Co-op. Extra deliveries will only make matters worse.

As this is a residential area, it is not used to traffic noise late at night, which will occur with a takeaway closing at 11:00 pm or 12:00 midnight. This outlet will be used by drinkers leaving the local public house, who will not, I am sure be the quietest of customers.

Yours sincerely,

David & Sylvia Gaulton

The grounds for my objections to this planning application are. Living so close we would be affected by the smell. Greater volume of litter and mess. We already have pest problems in the area and this would attract more. Parking is always an issue here, daytime problems are bad enough, we don't want to have to put up with it in the evening as well. On Hucclecote road there is already a fish and chip shop, a Chinese takeaway and a pizzeria takeaway and a short distance away in Glenville Parade there is an existing Chinese takeaway and an Indian takeaway. I don't feel our neighbourhood would benefit in any positive way by another food outlet

Mrs Sharon Cound

Developine

29 DEC 2014

28 12 14

Dear Sir/Madam,

I am very disappointed to see the proposal for a hot food outlet in Silverdale Parade. We already have three such businesses within probably less than half a mile and I do not want to see yet another.

It was bad enough having a 'bookies', which has now enlarged, leaving the possibility of your proposal. I believe a hot food outlet will cause more parking problems, and almost invariably more waste lying about. I already frequently pick up hot food wrappers while walking my dog around the block.

I also feel that this type of business should not be permitted next door to a private residence, due to the cooking smells and other nuisance factors.

I do hope you will turn down this proposal which I believe will be detrimental to the area.

Yours faithfully

Ref. 14/01414/COU.

Develop.

29 DEC 2014

Sec 1-7th

Dear Mr Ristic,

Control

I object strongly to the planning app.
(ref above) re food outlet in a residential road like
Hillvie.

1. The road already has major traffic and parking problems due to post office, betting shop, co.op and people who use pub next door. Trade vehicles are parked and unloading, causing traffic chaos; an accident is waiting to happen - the road links Hillvie's school.
2. Hillvie residents already experience blocked driveways, cars on pavements and problems parking own vehicles on the road.
3. A similar pizza outlet is less than 100m from the planned shop. Also a large PIZZA company provides a second delivery service from Brockworth.

I am totally against the idea and can see many problems it will cause. The bottom line is an ageing local village population does not require such an outlet.

Your faithfull

Development

29 DEC

REF 14/01414/cont

Mr Ristic

We wish to object to the change of use of 10 Silverdale Parade to a Hot food takeaway. At the present time we already have two takeaways plus a fish & chip shop, and the Royal Oak, serving food all day all of which invades the house when the wind is in the wrong direction. Now this proposal will box us in from another direction, the car parking is very limited, and causes problems to the local residents and for normal shoppers,

not to mention delivery lorries.

As the proposed opening times will be to 11 pm at night and 12 pm. Friday & Sat. Pizza delivery vehicles usually have six scooters per store, will either be parking on the pavement, or be taking up a valuable space, and will be constant noise in the area.

Having had firsthand experience of this company (PAPA JOHNS) in the last three months, when a delivery rider on a mission to deliver crashed into my car, while I was stationary in a que resulting in a Insurance repair.

Four hundred meters further along the road at Glenville parade we have further two takeaways, and the wagon & horses.

Is your Department planning to
turn Hucclecate into Bristol Road
Eastgate street of Suburbia?

Yours Faithfully



-----Original Message-----

From: timfiw

Sent: 14 December 2014 19:05

To: Bob Ristic

Subject: Silverdale Parade

We object to Papa Johns application - we already have a pizza shop round the corner - we have 2 chineses - fish and chip shop and indian - the parking in hillview road a residential area is horrendous - this will not be a shop but a delivery outlet for this side of gloucester so where will all the delivery vehicles park and where will all the customers park? - rubbish is already a problem from the shops and this will add to problem please acknowledge our objections - tim and fiona wheeler - Sent using BlackBerry® from Orange

Hi,

As residents of Hillview Road we would like to raise objection to the proposed idea of another takeaway in this locality. This kind of facility should not be incorporated in a residential street and particularly not next door to a residential dwelling.

We were surprised and disappointed that not all the residents in this road were not informed in the leaflet distribution as this will affect everyone living there.

Why does this area need any more food outlets when within easy walking distance there are already two Co-ops, Sammys PIZZA, Golden Horse Chinese, Ruddys Chip Shop, The Royal Oak, Wagon and Horses, Janes Pantry, Chinese Kitchen and the Garlic Indian.

The main problem already is the amount of traffic using the area around the current shops :-

It is a constant problem for people to find parking already outside the shops and it seems this proposed business would include a delivery option with more vehicles trying to find parking spaces legally or illegally.

Vehicles hang around Silverdale looking for a space and make it difficult to get free passage into Hillview Road which has a knock on effect with vehicles trying to get in or out of the Hucclecote Road. This has caused gridlock at times with emergency vehicles having difficulty passing through this bottleneck area.

The Double Yellow lines are constantly abused all through the day and night as customers “pop” into one of the shops, usually the Betting Shop because they think they will get away with it and of course they will do because nothing seems to be done about it.

For some reason most of the vehicles leaving Silverdale will carry on up Hillview Road, around the roundabout and go back down into Silverdale clogging it up again.

All of Hillview Road up to the roundabout is a constant problem because in the day it is often used by shop staff for all day parking and in the evening by the residents. This means there are few passing places leading to mounting of the pavement.

We also already have to put up with regular littering of the street and properties in Hillview Road with take away containers discarded usually late at night after a visit to the pub and any new facility at the end of the road would only increase this inconvenience.

Yours Sincerely

Jeff & Doreen Webley

Hi Bob

We wish to object to the application ref 14/01414/COU due to the following:

1) We have more than enough Takeaways in a small area.

In Hucclecote Road

2 Public Houses

1 Fish & Chips shop

2 Takeaways, one of which is a Pizza place

In Glenville Parade

2 Takeaways

2) Parking could be a problem as there is only limited space.

3) Noise would be increased by car and scooter collection and delivery service.

This is a residential area not a food outlet.

Margaret & Brian Duke

-----Original Message-----

From: Fiona

Sent: 14 December 2014 21:13

To: Bob Ristic

Subject: Planning application - Hillview Road (Silverdale Parade)

Reference: 14/01414/COU

Dear Mr Ristic,

I am a neighbour of this property and am writing to let you know that I strongly object to this proposal, it is totally unacceptable and irresponsible to consider this change of use in a residential road due to...

The antisocial opening hours,with takeaway delivery vehicles coming and going up until midnight,let alone customer cars in an already over congested area. Noise pollution from said vehicles and extractor fans,which will be visible from neighbouring properties,not only heard.

Bins for food and commercial waste will attract vermin (gulls and rats) and may need to be placed on the road due to insufficient access to the rear of the property.

Incidentally,I work in a local primary school which promotes healthy eating, we do not need or want another takeaway in Hucclecote (we have 5!) adding to the obesity crisis in the UK, which in turn is affecting our NHS.

We are already tolerant of the shops we have in the street, with the latest closing time of 10.00pm,cars blocking our driveways, rubbish blowing into our gardens and seagulls attracted to the Co-op waste bins,surely there is no need to make this situation worse.

Regards,

Fiona Thompson,

From: 1an8 Slater
Sent: 24 December 2014 19:46
To: Bob Ristic
Cc: cllrdavidbrown
Subject: Objection to Planning Application ref 14/01414/COU

Gloucester City Council
Development Control
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

24th December 2014

Dear Bob Ristic

We wish to strongly object against this planning application as we feel it has no benefit to the local area of Hucclecote.

Access / Parking:

The off street parking is not sufficient for the existing stores and permitting this application for a hot food takeaway would most likely result in more illegally parked cars with customers using residents driveways and also increase parking on double yellows, etc. This is currently a problem in the day and evenings.

Current deliveries to the post office and Co-op result in the road being blocked and has previously hindered an ambulance trying to get through. Deliveries for the fast food store and customer collections will add to these issues. Hot food takeaways generally have mopeds and cars which will add to the traffic flow all day. The traffic flow is already difficult as cars turn around at the roundabout and thus doubling the traffic on Hillview Road. This also causes congestion for cars trying to access Hucclecote Road. It will be even worse for residents on Foxwell Drive because it is their only access.

Existing public house:

We already have issues with late night noise from people leaving The Royal Oak pub just around the corner. Approval of the application will only encourage more people and disturbances of anti social behaviour.

Litter / Pollution:

This application may lead to littering on the nearby streets and possible vermin. It will put more pressure on Gloucester City Council to empty bins and carry out more litter picking. This will also cause food smells to nearby homes at all hours of the day. The volume of waste and where this will be stored is also a concern.

Existing takeaways:

We already have numerous multi cultured takeaways in Hucclecote including a pizza, fish and chip shop, 2 Chinese and 2 indian hot food take aways, do we really need another? With Hillview Primary School also on the same road, will this encourage children to use these facilities? What is Gloucester City Council's views on opening more fast food processed outlets promoting and selling unhealthy food?

Yours sincerely

Sarah & Ian Slater

Dear Mr Ristic,

In response to Abbie (environmental) looking into the opening hours of other businesses in the area, I feel you should know that the Co-op (with a closing time of 10.00pm) IS in Hillview Road, however, Ruddy's fish and chip shop (closing time of 11.30pm) and The Royal Oak (closing time of 11.00pm) ARE NOT, these businesses are on the main Hucclecote Road in an area primarily of retail and quite a distance from our properties.

Regards,
Fiona Thompson



11th December 2014

Gloucester City Council
Development Control
Herbert Warehouse
The Docks
GLOUCESTER
GL1 2EQ

Dear Bob Ristic

Your Reference: 14/1414/COU

With reference to your letter notifying us of a Planning Application to change 10 Silverdale Parade into a 'hot food' takeaway. We are writing to detail the reason why we are aghast that this could ever be considered as we already have five takeaways within the vicinity.

For our family the main concern is the noise and smells which would be emitted from extraction units on the roof of the premises. This proposed extraction fan is within 10 metres of our kitchen, conservatory, bedrooms and outside seating areas. We know from experience that these extractors can be noisy as there is one already on the roof of the Royal Oak Public House – 40 metres away and, when the wind is in the right direction we can tell what is being cooked! (Find enclosed a photograph showing the position of the proposed extraction fan in relation to our property.)

At the rear of the property is a small door which opens into a yard approximately 1 metre square. When the previous owners operated from this building often the staff would use the area to have a smoke and the smell drifted into our house. Just imagine on hot days (as last summer) this door would be left open and more smells would be emitted. (See photograph).

The next thing which concerns us is where any food waste might be stored as there is no rear entrance to the property and the small door to the side of the main entrance is not wide enough to take bins through. We can only assume that waste containers would be left out the front. On occasions wheelie bins have been turned over, so imagine what would happen to containers of food waste not to mention litter!

Another major concern are the opening hours, in particular Saturday night, when proposed times are until midnight. It is obvious that staff would be on the premises

much later than this and with the coming and going of traffic and the fans, it would be extremely noisy especially when our bedroom windows are open.

We would also like to make you aware of the traffic congestion and limited parking in Hillview Road/Silverdale Parade. This would only add to the chaos as delivery and collection lorries would have to park on the narrow part of the road.(see photograph) For many years we requested 'double yellow lines' in the road (which we now have) but unfortunately it has made no difference.

Over many years of living at No. 1 Hillview Road (42 in fact!) we have seen many changes – not all good - within this small shopping parade and have accepted them. Whilst we are aware that empty shops need to be filled we feel that this change would be a detrimental step for this area and to us in particular.

Our main objection to this application are:


- **Noise and Smell**
- **Disposal of Waste Food and containers**
- **Anti social opening hours**
- **Parking and congestion**

Yours sincerely

Eric Barton

Jennifer Barton

Andrew Barton



PROPOSED
LOCATION
OF EXTRACTOR
↓









9 December 2014

Development Control
Planning Department
Herbert Warehouse
The Docks
Gloucester
GL1 2EQ

Dear Sir/Madam

Planning Application Ref: 14/01414/COU - Change of use to hot food takeaway (Use Class A5) plus associated minor external alterations at 10 Silverdale Parade, Hillview Road, Hucclecote, Gloucester GL3 3LA.

I wish to object to this proposal for the following reasons:

- there will be an increase in anti-social behaviour and noise as a result of customer congregating outside the premises. The Co-Op and Bookmaker both close at 10.00pm and so the area is relatively quiet after this time. I understand that this Takeaway would be open a lot later.
- there will be an increase in litter, this is already a problem with Fish & Chip wrappers being deposited in front gardens as people finish their takeaway on the way home.
- there would be a likelihood of odours from cooking, especially as you cannot control what type of food is to be sold once change of use has been granted. Currently if the wind is blowing in the right direction food smells from the Chinese and Fish & Chip Shop on Hucclecote Road can be smelt.
- Parking is already chaotic and in short supply outside Silverdale Parade. This proposal would cause further competition for spaces, and as much of it will be short-term it would be difficult to enforce any contravention of parking regulations. Unlike the previous use there would be deliveries to the premises which would place another burden on parking demand.
- In my opinion this is not a suitable location for a takeaway, in a built up residential area.

There are already plenty of takeaways in the area, 2 Indian, 1 Chinese, Fish & Chip Shop and a Pizza Parlour, we do not need anymore. I would ask you to consult with the Police on anti-social behaviour and parking issues.

Yours sincerely



Ann Pidgeon

From: Peter Berry
Sent: 15 December 2014 15:24
To: Bob Ristic
Cc: cllrdavidbrown; Peter (home)
Subject: Application ref ; 14/01414/COU. 10 Silverdale Parade.

Dear Mr. Ristic.

We wish to strongly object to the above mentioned Planning Application, for the reasons set out below;

1. The already chaotic parking in the Hillview Road/Foxwell Drive area will be put under even more pressure. Even now, the recent alterations implemented by the Council are ignored on a daily bases (extra double yellow lines on or close to the junction). Also the two disabled spaces inside Foxwell Drive are regularly used by customers of the Betting shop! To encourage even more illegal parking (whilst they 'pop' in for a pizza?) would be ill advised. The residents in Hillview Road and Foxwell Drive appear to have their opinions and requests pretty much ignored when any planning applications are submitted.....we are the rate payers who have to suffer the totally unacceptable parking and traffic nightmare which happens day in, day out. There is insufficient car parking for such an establishment....fast food shops should only be allowed where there is more than enough car parking for their customers....Hillview Road does not have this luxury.....Silverdale and Glenville does and can.

2. There are already similar (if not identical) fast food shops just around the corner, close to Ruddy's chip shop....just one minute away. Is there a real need for another one?
Also there is ample off road car parking which serves all the shops there.

3. Late night trading causes noise, litter and some mischief which once again, is unfair to residents very near.

Please give serious consideration to the dreadful impact to the residents, that this application would cause if approved.

The parking problem in this area gets worse every year, please do not make it even worse!
Thank you

Peter and Sarah Berry (10 Foxwell Drive)
Mrs. Margaret Perriam (9 Foxwell Drive and 84 year old who cannot u

From: Jim Young
Sent: 14 December 2014 16:13
To: cllrdavidbrown
Cc: Bob Ristic; John Clay-Davies
Subject: Planning Application for old BetFred shop on Hillview Road

Dear David

Thank you for letting me and other residents know about the above application. I couldn't find the website you mentioned or any Google reference, but I'm not very computer literate.

As you know, I and other residents of Foxwell Drive, which is opposite the premises in question, have been campaigning without success for many years against the blockage of the entrance to our road by a huge Co-op lorry which delivers there a number of times daily. I can only hope that the pizza shop will not have a similar vehicle delivering the 'raw' pizzas, otherwise it and the Co-op lorry will have to battle with each other to occupy the space in question, which is the only one anywhere near the premises in question that would be available to it. Even if the new company has smaller vehicles I suspect they would have to occupy one of the parking spaces opposite where the Co-op lorry parks, thus causing problems for vehicles wishing to enter or leave Foxwell Drive, which often just manage to squeeze through even when fairly small vehicles are parked in those spaces.

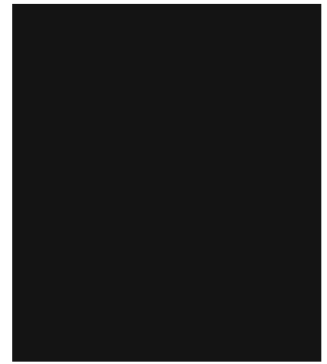
I'd be grateful if you could keep this aspect in mind when responding to the planning application.

Yours sincerely

Jim Young

Thank you - today as most days the parking at Silverdale Parade and Hillview Road is terrible - a delivery outlet would make parking intolerable - not problem with shop its the fact it will be very busy delivery outlet Sent using BlackBerry® from Orange

14/01414/COU



Bob Ristic
Gloucester City Council
City Planning & Technical Service Department
Herbert Warehouse
The Docks
GLOUCESTER
GL1 2EQ

Dear Bob Ristic

Reference: 10 Silverdale Parade, Hucclecote GL3 3LA

We read with disbelief the letter sent to you by the Highways Department regarding the parking on Silverdale Parade/Hillview Road. Did he visit and observe on a Sunday morning when the traffic/parking is SLIGHTLY better?

Reference is made to the double yellow lines – which are totally ignored and never enforced. We see a Traffic Warden 'once in a blue moon'. When they do appear they stand around for a while, and drivers who spot them will not park on the 'double yellow' but as soon as they disappear parking on/across them resumes. (see attached photographs taken during a 2 hour period!!)

Highways seem to think that the proposed business will be predominately busy after 5pm, so where will the delivery vehicles park during the day as there is 1 hour restricted parking? This business will be open from 10am 7 days a week and no one has mentioned it staying open until midnight on a Saturday!!

Reference is made to public parking 'a short distance away'. It is human nature to park as close as possible to the premises to collect hot food – so people are unlikely to park a distance away and walk!

Yours sincerely



Eric & Jennifer Barton



müller
WISEMAN
DAIRIES
FRESH MILK DAILY













TNT

SURE WE CAN

müller
WISEMAN
DAIRIES

FRESH MILK DAILY

P

We already have five takeaways in Hucclecote and there is already lots of litter in the parking area in Foxwell Drive, we even have seen litter from McDonald's where people have sat in their cars and just thrown the packaging out of the windows instead of putting in the litter bin at the end of the road.

Mr Richard Langford

m

REF: 14/01414/COU

WE THE UNDERSIGNED ARE STRONGLY OPPOSED TO THE 'CHANGE OF USE' AT 10 SILVERDALE PARADE THE PROPOSED APPLICATION IS FOR A 'HOT FOOD TAKEAWAY'

MAIN REASONS FOR OBJECTIONS ARE:

Development
29 DEC 2014


- INCREASED VOLUME OF TRAFFIC
- INADEQUATE PARKING
- UNSOCIABLE OPENING HOURS IN A RESIDENTIAL ROAD
(PROPOSED TIMES ARE: 10AM – 11PM SUNDAY – FRIDAY AND MIDNIGHT SATURDAYS)
- INEVITABLE INCREASE IN LITTER NOISE & SMELL

NAME	ADDRESS	SIGNATURE
MRS DOREEN WEBLEY		
Ms A. Pedgion		
MRS. S. WAINWRIGHT		
MR G BANTING		
Ms J Webley		
MRS. S. SLATER		
MR IAN SCATER		
Mr F. Hiscock		
TOMY VEATZLY		
Susan Veazley		
Jeff Webley		
F Webley		
T RUSHMID		
E. BARTON		
P.A. GENT		
DE GAULTON		
G CAINE		
Mrs Mrs R. Bennett		
B.L. MAXLEY		
NIGEL FRANCIS		

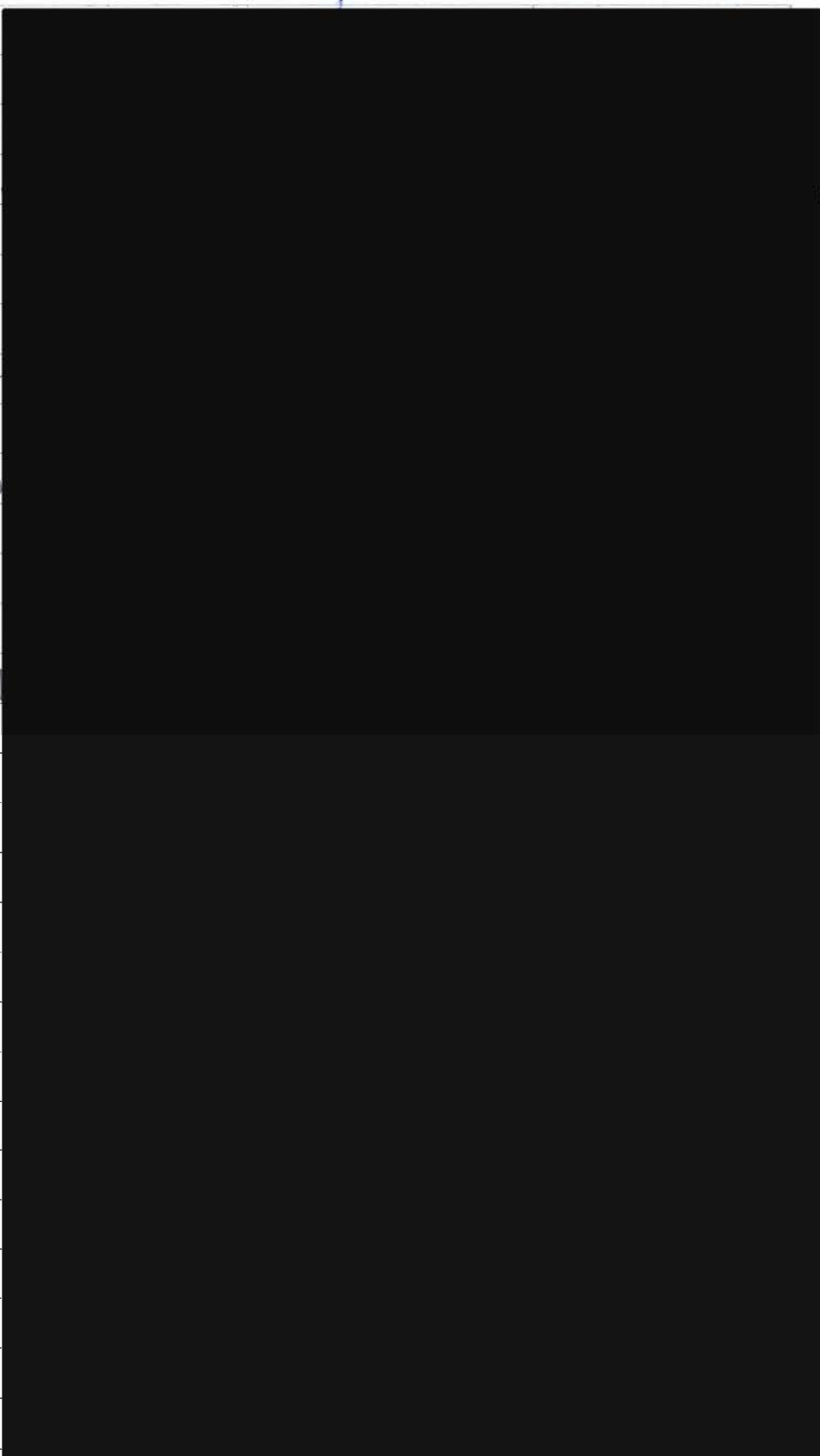
WE THE UNDERSIGNED ARE STRONGLY OPPOSED TO THE 'CHANGE OF USE' AT 10 SILVERDALE PARADE
THE PROPOSED APPLICATION IS FOR A 'HOT FOOD TAKEAWAY'

MAIN REASONS FOR OBJECTIONS ARE:

- INCREASED VOLUME OF TRAFFIC
- INADEQUATE PARKING
- UNSOCIABLE OPENING HOURS IN A RESIDENTIAL ROAD
(PROPOSED TIMES ARE: 10AM – 11PM SUNDAY – FRIDAY
AND
MIDNIGHT SATURDAYS)
- INEVITABLE INCREASE IN LITTER NOISE & SMELL

NAME	ADDRESS	SIGNATURE
Pete Berry		
Sarah Berry		
MARGARET PERRIAM		
JOAN HANMON		
ANDREW RENNIE		
PETER RENNIE		
J Ward		
Kate MOSSON		
Clive Newman		
ALISTAIR Beck		
Jean Daly		
Elaine Goode		
Bunde Stader		
John Stader		
John Stader		
ABell		
MIKE RYDEN		
Alex Drett		
Gemma Drett		
Carole Johnson		

Lily Barnes
Sandra Smith
Lynne Curtis
Natahe Clark
Sue McDONALD
Charlotte Sycum
Helen Atkinson
Charlotte Hunt
Richard Cook
Jenn Hemming
Gail Fyke
LISA JOTHAM
Tracie Mayson
A Hale.
K. HEAL
M CALIENOA
Phillipa MARTINEZ
Harry Clapton
Edward clapton
J BRINKWORTH
W T BRINKWORTH
Fiona Thompson
Kim Crawshaw
MARILYN AVENT
TERRY AVENT
Joshua Avent
MARTIN THOMPSON
Beau Thompson
Remy Thompson



d/Badlan
C Badlan
K. Kington
D Hadley
PA Hadley
Gina ROBINSON
IAN ROBINSON
M. Duke
B. D. DUKE
A J EYRE
V. J. EYRE
LIZ BELCAER
HOWARD BELCHE
BRENDA MOR
ANDREW BARTON



NAME

ADDR.

SIGNATURE

Vanessa So
Oliver Ramsey
M DANGREFIELD

Elaine Bevan

JOANNA GRIFFIN
SIMON + SAM FRENCH

J. BARTON



M

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	19 SCOTT AVENUE, GLOUCESTER.
APPLICATION NO. & WARD	:	14/01230/COU PODSMEAD
APPLICANT	:	MR ANTHONY COLE
PROPOSAL	:	CHANGE OF USE FROM CARE HOME TO 12 NO. 1 BEDROOM FLATS.
REPORT BY		BOB RISTIC
NO. OF APPENDICES/ OBJECTIONS	:	1 SITE LOCATION PLAN 1 LETTER OF REPRESENTATION

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 This application is brought before the Planning Committee at the request of Ward Councillor Jennie Dallimore.
- 1.2 The application site is located upon the western side of Scott Avenue and fronts onto an area of public open space. To the south of the site are blocks of three storey flats at Otterburn House and Ivannhoe House.
- 1.3 The application property is a detached building which comprises a convenience store to part of the ground floor with former 'care home' accommodation to the remaining ground floor and first floor areas. This accommodation is presently vacant.
- 1.4 The application seeks planning permission for the change of use of the care home facilities to provide 12 apartments across the two floors. The ground floor would provide 6 no. studio apartments. The first floor would provide 5 no. studio apartments and 1 no. one bedroom flat.
- 1.5 The proposal would provide 5 no. off street parking spaces to the rear, western part of the site.
- 1.6 The rooms are already laid out and the proposal would not entail any external alterations to the building itself.

2.0 RELEVANT PLANNING HISTORY

- 2.1 The most recent planning history for the site is set out below:

08/00113/FUL - Internal and external alterations to subdivide existing retail unit into 3 separate retail units - Grant

06/00457/COU - Part conversion of existing convenience store and first floor extension to create a residential care home (9 rooms) for adults with learning difficulties (revised proposal) - Grant

02/01068/FUL - First floor extension above shop to provide 3 self contained flats - Grant

00/00746/FUL - Single storey rear extension to shop (enlarged sales area) - 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 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 NPPF does not alter the requirement for applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development.

For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

3.3 The policies within 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:

Policy H.4 – Housing Proposals on Unallocated Sites

Policy BE.5 – Community Safety

Policy BE.21 – Safeguarding of Amenity

Policy TR.31 – Road Safety

3.5 In terms of the emerging Local Plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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

3.7 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 PUBLICITY AND REPRESENTATIONS

4.1 The occupiers of 18 neighbouring properties were notified of the application by letter and a site notice was also posted.

4.2 In response to the consultation the council has received one letter of objection as well as comments from Cllr Dallimore, who has also requested this application be brought before the planning committee.

4.3 The comments raised are summarised below:

- Concerns regarding the application for 12 single units.
- I run a community cafe which is situated next door.
- The community cafe provides drop-in services for vulnerable persons
- Concerned that 12 single units will not be managed or supported,
- Without any management or support in place I believe there could be risks and anti social behaviour
- Would have a negative impact on the community
- The building is situated between the only amenities in Podsmead
- Have previously had issues with the occupants of flats
- This adds to concerns about the 12 units not being managed.

4.4 Ward Councillor Dallimore has raised the following objections:

- Potential for impact on existing residents due to high density of properties.
- No management plan provided.
- Potentially Anti Social Behaviour and noise pollution could affect local residents, especially as this development is located immediately next to a community project and the only local amenities.
- Concerns about availability of additional parking spaces for residents, visitors and staff in this already busy area.
- Vulnerable people in area.

4.5 Gloucestershire Police Community Officer

- The units designed in a basic manner to accommodate as many as possible.
- No consideration has been given to a variety of different units.
- Landlords intention is to house vulnerable people
- Podsmead currently has a high number of social housing units
- Community survey showed that residents were suffering from anti-social behaviour, possible drug dealing and drug use in the 3 Blocks of Flats in Hathaway Close.
- Proposed units are located adjacent to the only amenities in Podsmead
- In the warmer months this area has suffered from people drinking and being antisocial on the field opposite.
- Number of projects for vulnerable people in the area
- Clustering 10 vulnerable people in one building will not benefit the community;
- It will only give rise to anti-social behaviour and criminal activity.
- If the units were designed differently to allow for a tenant mix then this would be a better outcome.

- Another suggestion would be that there was some form of letting plan stipulating mix of residents.

4.6 Gloucestershire Highways – No objections.

4.7 City Council Housing Officer – No objections.

4.8 The full content of all correspondence on this application can be inspected online via the Councils website or at the reception, Herbert Warehouse, The Docks, Gloucester, prior to the Committee meeting.

5.0 OFFICER OPINION

5.1 The applicant has cited Chapter 1 (a registered charity and housing provider) as having an interest in managing the development, no contract has been let to this effect. This application has therefore been assessed entirely on its own merits as scheme for market rented accommodation.

5.2 It is therefore considered that the main planning considerations in this instance are:

- Neighbouring amenities
- Highway impact

Neighbouring Amenities

5.3 It is evident that the area suffers from a degree of anti social behaviour.

5.4 The application property is presently vacant and has the opportunity to provide needed residential accommodation.

5.5 The proposal would provide 12 studio apartments across two floors. Although the accommodation proposed is somewhat 'compact', the planning system does not set out minimum space standards.

5.6 The proposed accommodation has been reviewed by the City Private Sector Housing officer, who has assessed the accommodation against their HMO standards which are derived from the Housing Act. The officer has advised that the accommodation would meet these floor space standards and has raised no objections to the proposal in terms of the living conditions for future occupiers.

5.7 The applicant has advised that the proposed flats would provide accommodation for rent. In response to concerns raised by the objector, police and ward councillor the applicant has since proposed the provision of one of the apartments for occupation by a live-in caretaker who would provide on site management of the properties.

5.8 It is considered that this goes some way to addressing concerns with regards to anti social behaviour. In addition to this provision (and in the absence of an

agreed management company), I consider it reasonable to require a management plan to be secured by condition. This should allow a degree of certainty that any potential, undesirable activity by residents is adequately controlled.

- 5.9 Subject to compliance with conditions the proposed development would not unduly affect the living conditions of the occupiers of nearby properties.

Highway Impacts

- 5.10 The proposed development would provide 5 no. off street parking spaces to the rear of the building to serve the 12 apartments.
- 5.11 While concerns have been raised that there is insufficient parking provision to serve 12 apartments it should be noted that the National Planning Policy Framework is explicit at Paragraph 32 that '...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 5.12 Considering the nature of accommodation being proposed, it is unlikely that the all of the occupiers would have their own cars. It is therefore considered that the spaces proposed are adequate to serve the development.
- 5.13 Additionally, it is reasonable to secure a covered and secure cycle store for 12 bicycles to serve the future occupiers which would encourage sustainable transport.
- 5.14 The County Highways officer has reviewed the application and concerns in relation to parking. The officer has advised that the proposal is unlikely to result in a material increase in vehicle movements when compared with the approved care home use at the site. Furthermore, he is satisfied with the level of parking proposed and has advised that any overspill 'on-street' parking within the vicinity of the site would not adversely affect highway safety and this is supported by the fact that there is no recorded collision history associated with the existing on-street parking in the immediate area.

6.0 **CONCLUSIONS**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 6.2 The application would bring back into use a vacant property and would provide 12 no. dwellings. It is considered that subject to compliance with conditions the proposal would not result in demonstrable harm to the living conditions of the occupiers of adjoining properties or adversely impact highways safety. For these reasons the proposal would comply with Policies

H.4, BE.5, BE.21 and TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

- 6.3 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 and use land buildings 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 RECOMMENDATIONS OF THE HEAD OF PLANNING

- 7.1 That planning permission is granted with the following conditions to be applied:

Condition 1

The use 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 and approved drawing nos.AC-02 & 'Site Plan' received on 21 October 2014 and amended drawing 'First Floor' received on 18th February 2015 as well as any other conditions attached to this permission.

Reason

To ensure that the development 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

Prior to the first use of the building, precise details of secure and covered cycle storage and parking facilities for a minimum of 12 bicycles shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be installed in accordance with the approved details, prior to the first occupation of any of the flats hereby permitted and the cycle parking facilities shall be retained for that purpose for the duration of the use.

Reason

To ensure that adequate cycle storage facilities are provided in line with the Government's declared aim of encouraging sustainable modes of travel and policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 4

Before the occupation of any of the flats hereby permitted, details of a bin store to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The bin store shall be provided on site in accordance with the approved details prior to the occupation of any of the flats hereby permitted and shall be retained for the duration of the use.

Reason

In the interest of the visual amenities of the area and in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 5

Prior to the first occupation of any of the flats hereby permitted a management plan shall be submitted to and approved by the Local Planning Authority. The development shall be operated in accordance with the approved details for the duration of the use, unless otherwise agreed in writing by the local Planning Authority.

Reason

To preserve the living conditions of the occupier of neighbouring properties and in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 6

Prior to the occupation of any of the flats hereby permitted, the parking spaces shall be laid out in accordance with the details shown on approved 'site plan' and shall maintained clear of obstructions and be available to residents of the development for the purpose of parking motorised vehicles and the spaces shall at no time be allocated to individual flats, sold or sub-let.

Reason

To ensure that there is sufficient off road parking to serve the development and in accordance with policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

Condition

The waste and recycling bins shall only be presented on the street on the day of collection and shall at all other times be stored within the enclosure approved under Condition 4.

Reason

In the interest of the visual and general amenities of the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Note 1

Your attention is drawn to the requirements of the Building Regulations, which must be obtained as a separate consent to this planning decision. You are

advised to contact the Gloucester City Council Building Control Team on 01452 396771 for further information.

Statement of Positive and Proactive Engagement

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.

Decision:

Notes:

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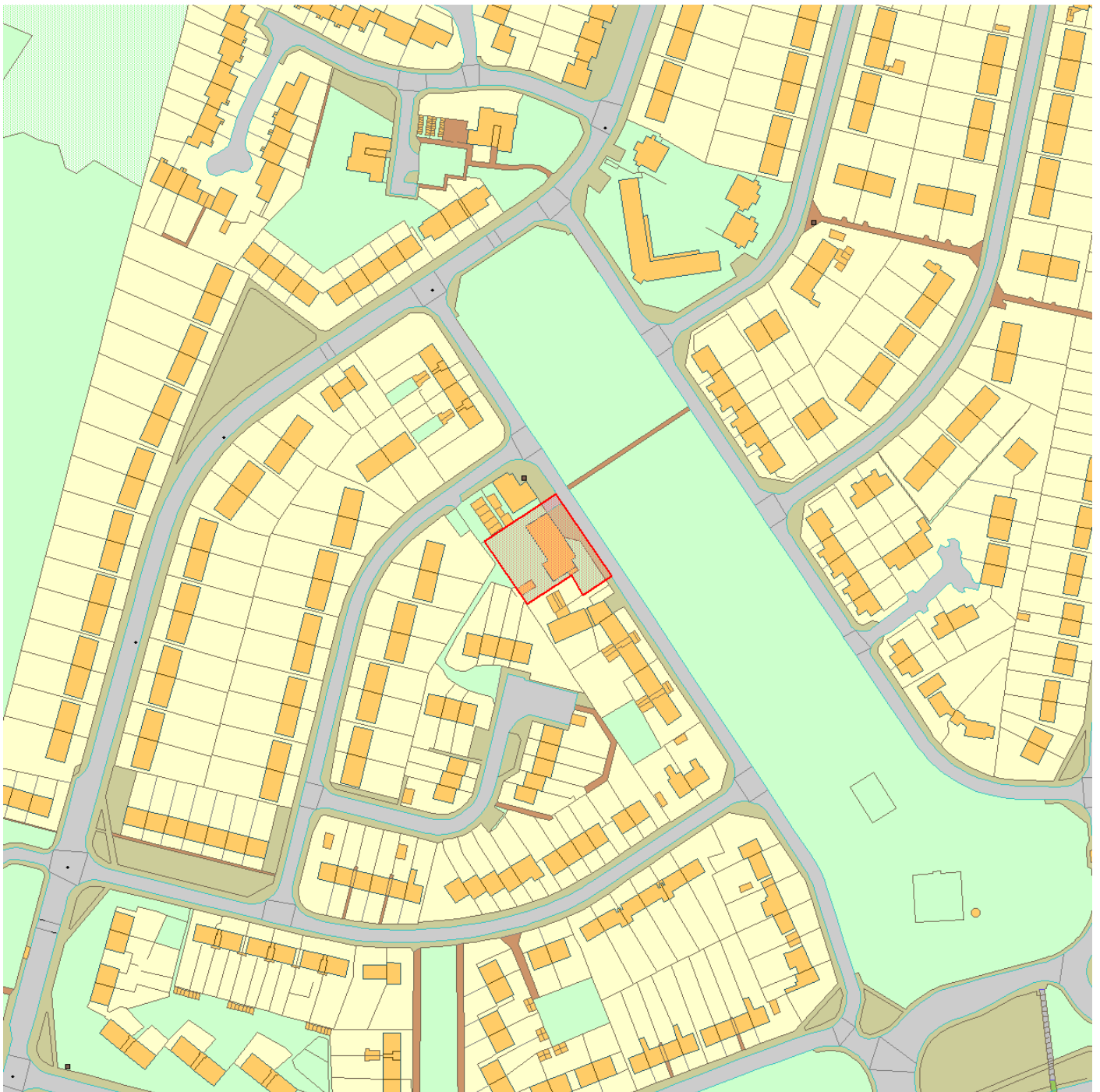
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Person to contact: Bob Ristic
(Tel: 396822)

14/01230/COU

**19 Scott Avenue
Gloucester
GL2 5BD**

Planning Committee 03.03.2015



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Dear Jennie

Could you please forward my e-mail to the relevant department.

I have concerns regarding the application for 19 Scott Avenue -12 single units. I am a resident who lives opposite this building and I also run a community cafe which is situated next door in a voluntary capacity.

I am concerned as these 12 single units will not be managed or supported, without any management or support in place I believe there could be risks and anti social behavior that would have a negative impact on the community.

The building is situated in between the only amenities in Podsmead and in my opinion should have some management structure in place. I have previously had issues with the occupants of the flats above the 12 planned units these concerns were reported to the Podsmead Big Local Support Officer.

Furthermore the community cafe provides drop-in services for those who are considered to be vulnerable and this adds to my concerns about the 12 units not being managed.

I would object to this application if the properties were not managed or supported.

Yours Sincerely
Josie Betton

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	VICTORIA BASIN, THE DOCKS
APPLICATION NO. & WARD	:	14/01377/FUL WESTGATE
EXPIRY DATE	:	26TH JANUARY 2015
APPLICANT	:	MR D HOWARD
PROPOSAL	:	Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier
REPORT BY	:	ADAM SMITH
NO. OF APPENDICES/ OBJECTIONS	:	SITE PLAN REPRESENTATIONS

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site comprises part of the Victoria basin, plus part of the pontoon and dockside, adjacent to Britannia Warehouse.
- 1.2 The proposal is for a 'replica pirate galleon', 19 metres long. 5.4 metres tall to the top of the upper deck (4.9 metres above water level) and up to 4.5 metres wide. Masts are proposed of up to 15 metres in height.
- 1.3 The vessel is constructed of a steel hull with a steel skeleton superstructure that is to be clad in timber – likely to be Cumaru hardwood. It would also have pirate accessories added to it including replica cannons, treasure chests, beer barrels and pirate models.
- 1.4 It would be used as a café and for children's parties, and would seat a maximum of 80 adults and children. A number of staff members are likely to be required to run the business.
- 1.5 One set of the horizontal railings at the dock edge would be taken out and an access ramp taken down directly onto the pontoon, then a short ramp to access the vessel itself. A bin store is proposed to be located on the pontoon in materials matching the pontoon.

- 1.6 The application is referred to the Planning Committee as it relates to land in which the Council has an interest and objections have been received. Depending on whether you took the base level as the water, dock or boat, the masts may also meet the 15 metre height threshold for Committee referral.

2.0 RELEVANT PLANNING HISTORY

- 2.1 None

3.0 PLANNING POLICIES

Central Government Guidance - National Planning Policy Framework

- 3.1 This is the latest Government statement of planning policy and is a material consideration that should be given significant weight 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. In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development. For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

Core planning principles

Planning should:

- Be genuinely plan-led;
- Be a creative exercise in ways to enhance and improve places;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future, take account of flood risk and encourage the use of renewable resources;

- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing brownfield land;
- Promote mixed use developments;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF is topic based on a similar basis to the previous PPGs and PPSs:

Building a strong, competitive economy and Ensuring the vitality of town centres

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. The sequential and impact tests are maintained for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more the 'impact' factors, it should be refused.

Promoting sustainable transport

Seeks to ensure developments generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Decisions should take account of whether;

- The opportunities for sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented on transport grounds whether the residual cumulative impacts of development are severe.

Requiring good design

Emphasis is retained on good design, seeking to ensure that development will function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and history while not discouraging innovation, ensure safe and accessible environments, and are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take opportunities for improving areas.

Promoting healthy communities

Encourages the involvement of all sections of the community. Decisions should aim to achieve places which promote;

- Opportunities for meetings between members of the community who might not otherwise come into contact;
- Safe and accessible environments;
- Clear and legible routes, high quality public space that encourage use.

Decisions should also;

- Plan positively for shared space, community facilities and other local services;
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Conserving and enhancing the natural environment

Sets out that the planning system should contribute to and enhance the natural and local environment by the prevention of unacceptable risks or adverse affects by pollution.

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

Conserving and enhancing the historic environment

Retains the general approach to protect and enhance heritage assets, and to require applicants to assess the significance of assets affected by development proposals, including any contribution made by their setting.

Authorities should identify and assess the particular significance of any heritage asset that may be affected taking account of the available evidence and expertise. In determining applications, Authorities should take account of;

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
- the desirability of new development making a positive contribution to local character and distinctiveness.

Great weight should be given to the asset's conservation. The more important the asset, the greater the weight. Significance can be harmed or lost through alteration or destruction of the asset or development within its setting. Any harm or loss should require clear and convincing justification.

Where substantial harm or total loss of significance of an asset would occur, applications should be refused unless it can be demonstrated that this is necessary to achieve substantial public benefits that outweigh that harm or loss or all of the following apply:

- the nature of the asset prevents all reasonable uses of the site; and
- no viable use of the asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and

- the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a proposal will lead to less than substantial harm to the significance of a designated asset, this should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Authorities should look for opportunities for development within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Planning obligations and conditions

Planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development: and
- Fairly and reasonable related in scale and kind to the development.

Planning conditions should only be imposed where they are

- Necessary;
- Relevant to planning and to the development to be permitted;
- Enforceable;
- Precise; and
- Reasonable in all other respects.

The National Planning Practice Guidance has also been published to accompany and in part expand on the National Planning Policy Framework.

The Development Plan

- 3.2 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

- 3.3 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). Under the terms of the NPPF, weight can be given to these policies according to their degree of consistency with the NPPF.

- 3.4 Relevant saved 1983 Local Plan policies are as follows:
 A2 – Particular regard will be given to the City’s heritage in terms of archaeological remains, listed buildings and conservation areas.
 A5.a – The inclusion of tourist-orientated uses within the comprehensive redevelopment of the Docks area will be encouraged.
 L3.c – The City Council will support the inclusion of leisure facilities within the Docks redevelopment.
- 3.5 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).
- 3.6 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....”

The following policies are of relevance:

Western Waterfront mixed use allocation

FRP.1a – Flood risk

FRP.10 – Noise

FRP.11 – Pollution

BE.1 – Scale, massing and height

BE.4 – Criteria for the layout, circulation and landscape of new development

BE.5 – Community safety

BE.6 – Access for all

BE.7 – Architectural design

BE.21 – Safeguarding of amenity

BE.29 – Development in Conservation Areas

TR.9 – Parking standards

TR.31 – Road safety

T.1 – Visitor attractions in the central area

Gloucester Docks Draft Planning Guidance January 2006

- 3.7 This document was adopted as interim planning guidance for the purposes of development control. It sets out a strategy for the continued development of the docks area following the initial phases of redevelopment. Principles include;

Preservation and enhancement of historic buildings and environment
Introducing a lively mix of uses with day round appeal
High quality architecture in an historic context
Providing local employment opportunities
Maintaining access to and along the waterside
Providing a new, high quality residential, tourism, leisure and working quarter for the city

This part of the Docks is proposed for land uses including residential, retail, leisure and cafes/restaurants, with Victoria Dock to be used to site floating platforms/stages for the hosting of events.

Emerging Plan

- 3.8 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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. 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.

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

The following policies of the Submission JCS Document are of relevance:

SD1 – Presumption in favour of sustainable development
SD5 – Design requirements
SD9 – Historic environment
SD15 – Health and environmental quality
INF1 – Access to the transport network
INF2 – Safety and efficiency of the transport network
INF3 – Flood risk management

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 Conservation Officer does not consider in principle that the proposal would be harmful. More details were sought about its exact appearance in order to be completely comfortable with it, and having seen photographs of the part constructed boat and the facing timber, no objection is raised.
- 4.2 The Civic Trust initially noted that it considered the application to be acceptable and welcome. The Trust responded again later to note that it had reconsidered the application in light of further information. The Trust notes that it has no objections in strictly planning terms, however the vessel would be better sited elsewhere in the docks in the interests of good neighbourliness – which would be a matter for the Canal Trust as landlords.
- 4.3 The Highway Authority raises no objection subject to a condition to agree a waste storage point within 25 metres of the road.
- 4.4 The Environmental Protection Officer raises no in principle objection subject to conditions to secure a scheme of odour and fume control and refuse/recycling storage.
- 4.5 The Canal & River Trust has not yet commented but a response is expected prior to the Committee meeting.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 46 neighbouring premises were notified, and 2 site notices and a press notice were published.
- 5.2 Issues raised in representations may be summarised as follows:

The activities will cause disturbance to berth holders and residents
 Opening hours should be restricted to daytime and no evening function or bar should be allowed
 Access to the pontoons would be unrestricted, and this would intrude on privacy
 Rocking and noise caused by movement on the pontoon
 The masts will be noisy at night in the wind
 It would dominate the basin and its surroundings and cause a loss of amenity
 Risks to health, safety and security of the public/berth holders
 Access to the pontoon should be for the ship only
 Commercial activity is not permitted/is inappropriate here
 It would be an unpleasant commercial venue
 It would be better located elsewhere
 At another location other than in the full sight of visitors, residents and berth holders it may make a valuable contribution to tourism and the local economy
 A café is not required
 It would not have any beneficial effect on the economic development of the Docks
 The design is poor and requires adjusting
 The pirate galleon is a fake and has no cultural, historical or technical merit
 It may lower the tone of the development

It is tacky and belongs in a theme park not a historic setting, out of keeping with the conservation area
 Adverse effect on the setting of listed buildings
 It is contrary to the work to renovate the Docks in a sympathetic and respectful manner
 The ugly new walkway and bin store will spoil the look of the area
 It would make manoeuvring other boats difficult given its size
 No information about power source for the vessel
 No information about the size of the toilet waste tank or its disposal, or how liquid waste is to be dealt with which could cause pollution
 The pontoons are not wide or stable enough to support bins
 The bin enclosure will be an eyesore and will smell, is a fire hazard and could attract vandalism
 No information on waste collection and deliveries
 No information on meeting technical requirements for inland waterway vessels
 The advertising of the application is not as required
 The greater use of the water space and encouraging young people and families to the area is welcomed
 It would stop any fireworks displays
 It would cause problems with seagulls
 Additional traffic and parking would possibly be an issue
 The application lacks details and is vague and confusing
 It is likely to be used as a cheap child minding facility
 If allowed there would be further applications for floating pubs, bars and nightclubs
 The precedent would destroy the ambience of the area
 Concerns about the viability of the venture
 How will emergency services gain access to this side of the basin

5.3 The full content of all correspondence on applications 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 issues with regards to this application are as follows:

- Economic development considerations
- Conservation
- Traffic and transport
- Residential amenity
- Flood risk

Economic development considerations

6.2 The proposed use is a main town centre use within the definition of the NPPF. The Docks is within the city centre for this type of use. Furthermore the Docks has long been held to be a 'special case' in terms of the types of uses – with aspirations to secure active uses that support and enhance its role as a tourist attraction, and specific mention of cafes in the Planning Brief. Its size is below

the NPPF threshold for an impact assessment and I think it unlikely in any case that the proposal would have a significant impact on the city centre.

- 6.3 Objections refer to the café not being required. There is no test of 'need' for the café per se, but in any case, this type of use has been actively encouraged in the Docks. The use would contribute somewhat to greater footfall within the Docks and would deliver a novel attraction with a maritime theme that is likely to appeal to children in a similar way to the tall ships festival.
- 6.4 Overall I consider that this type of use is appropriate in this part of the city and that proposal would deliver modest benefits in economic terms.

Conservation

- 6.5 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. The NPPF similarly requires 'great weight' to be given to the conservation of heritage assets.
- 6.6 The site is within the Conservation Area. The neighbouring Britannia warehouse is not actually listed – being a facsimile rebuild from the 1980s, but it is an allocated 'positive building in the Conservation Area'.
- 6.7 The main bulk of the vessel would be in the order of twice the height of the barges located around Victoria basin and also longer than them. The masts, if up to 15 metres, would be perceived at around the eaves level of the warehouses. Therefore, when viewed from across Victoria basin, the vessel would clearly be seen in the context of the surrounding buildings and would be larger than most of the other boats that use this part of the Docks.
- 6.8 The Docks area, including Victoria basin, includes a lot of barges, but also several modern vessels – including the smaller private boats moored around Victoria Basin and the commercial vessels such as the Oliver Cromwell in the main basin (although this is located there on a temporary consent only). There is a turnover of different vessels as people visit the Docks via the waterways.
- 6.9 The Conservation Officer acknowledges that the vessel would clearly be visible in the Docks but would not impact on any significant views within the Conservation Area – e.g. of the Cathedral. For a large part it would be viewed against the backdrop of Britannia warehouse. In terms of its historic appropriateness, as a working dock it would have accommodated a range of different size and types of boats. The existing range of types of boats reflects the Docks being a tourist attraction now.
- 6.10 Provided it is constructed well with a good quality facing timber, I do not see that the proposed vessel would be too different to the boats that arrive for the tall ships festival in overall scale and general appearance. Arguing about its exact historic links and precise dimensions and detailing would in my view be excessive in this respect - the numerous modern boats in the Docks now are

no less incongruous if one takes a purist view of the boats that originally visited the Docks.

- 6.11 The proposed timber finish – Cumaru - also known as Brazilian Teak, is often used for flooring and is considered quite durable. It has a colour variation and seems likely to give an acceptable appearance. The boat is currently under construction and it appears likely, from the progress so far and the facing timber material, to be of an acceptable quality in terms of its finished appearance.
- 6.12 Waste storage is proposed on the pontoon. Permanent storage of bins openly on the pontoon or dockside would be undesirable visually. Provided the enclosure is built in matching materials I do not consider it would be harmful.
- 6.13 Overall it is considered that the proposal would preserve the character and appearance of the Conservation Area including the neighbouring 'positive building' with some control over the materials by condition. Concerns have been raised about its effect on the setting of listed buildings. As noted, Britannia is not listed, and I do not consider it would cause any harm to the setting of the other listed warehouses in the vicinity.

Residential Amenity

- 6.14 The adjacent Britannia warehouse and Victoria warehouse to the north are in commercial use. Certain permitted development rights exist to convert offices to residential but there are no proposals at present. Albert Warehouse to the south beyond the inlet to the basin, and Merchants Quay to the west of Britannia Warehouse, are in residential use.
- 6.15 The neighbouring moorings accommodate a substantial number of boats within Victoria basin. In terms of assessing the impact on living conditions, I am not aware that the berthing agreements permit permanent residential use at the moorings here, nor that there are any planning permissions for permanent residential use. Therefore this is a different scenario to considering the impact on the Merchants Quay and Albert Warehouse flats and it appears to me that the impacts ought to be considered in the context of periodic leisure use of the boats by various people over time.
- 6.16 The impact also needs to be considered in terms of the proposed use, which would be daytime-based (the applicant indicates 9am to 7pm as the maximum range), when the Docks is busy with other activities and attractions, which are encouraged within the area. There are other active uses already operating nearby and others permitted but not implemented in Merchants Quay. In addition to which the Docks has numerous activities such as the Tall Ships Festival and the food and Victorian Fayres.
- 6.17 Electrical connection is available so no generator/engine is required for power. I am advised that there are supply points on the pontoons and British Waterways Marinas can allocate 6 for the applicant's use.

- 6.18 In terms of the impact from cooking processes, the applicant indicates that the business would serve teas/coffees/cakes and the like, with lunch and light breakfast menus. As such it does not appear that the cooking processes are likely to create too much odour. In addition, as it is aimed at families, no alcohol license would be sought. Environmental Health have in any respect asked for details by condition of a scheme of odour and fume control.
- 6.19 While I do not consider that it is behaviour that necessarily goes hand in hand with the proposed use, the jumping up and down on the pontoon and peering into windows of the barges that is raised by several objectors would be rather undesirable and I consider could be ameliorated by requiring an enclosure to the pontoon around the access by condition – this would restrict access and congregating would take place on the dock edge or straight onto the vessel. This could also be effected by a requirement to retain the direct access from the dockside – rather than customers walk all the way round the pontoon from the existing access. I suspect that the applicant would be amenable to making additional arrangements to gather customers on the Dockside or straight onto the boat anyway.
- 6.20 In this light, considering the nature of the proposal and the activities and uses in the Docks area, I do not consider that the proposed use would cause any significant harm to the amenities of local residents within the Docks, this would similarly be the case even if neighbouring boat owners did live there permanently.

Waste

- 6.21 I am advised that Enterprise collect most of the waste from the Docks premises and the applicant would need to make arrangements with them directly. There is no central collection point – most likely it would be through the picnic area between the warehouses to the access road in the same way that Fosters public house and Merchants Quay are serviced. Possibly it could be done from the Docks road off Southgate Street (as per the courts, the museum, etc).

Traffic and Transport

- 6.22 The site is in close proximity to existing public car parking and is accessible from local public transport stops. It seems an appropriate location for this type of use in this regard.
- 6.23 The Highway Authority has made a request regarding the bin storage locations. As above, waste collection is most likely from the road between Merchants Quay and Britannia (as per Fosters, Merchants Quay flats, etc). Equally servicing, deliveries, etc could take place from here. While the Highway Authority seeks a bin store between the vessel and the road to achieve the dragging/collection distances in the guidance, I am not sure how practical this would be to achieve, nor would it be particularly desirable in terms of the few locations that such storage could occur. Bin storage near to the boat also seems less likely to generate litter. I do not suggest that an objection is raised overall on this matter if the Highway Authority's request is not met.

Flood risk

- 6.24 The Docks is Flood Zone 3 however given the nature of the proposal and immediate proximity of low-risk Flood Zone 1 land I do not realistically consider the sequential test serves any useful purpose nor there to be any overriding flood risk issues.

Human Rights

- 6.25 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 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 7.2 It is important to remember in coming to a decision that, although several objectors consider that the vessel would be more appropriate elsewhere in the Docks (and it may be), the Authority must determine the application as submitted – is the proposal acceptable in this location?
- 7.3 The application proposes a café use with the additional intention of opening it up to children's parties, that is acceptable in policy terms in this part of the city, with such active uses and tourist attractions encouraged in the Docks. It would make a modest contribution to generating footfall in the area and economic benefits. The use is proposed during daytime hours in a mixed use area that is a tourist attraction. I do not consider that any significant harm would be caused to residents' living conditions with the imposition of certain conditions. The vessel, although concerns have been made that it is not authentic, tacky and out of keeping, is not likely to cause harm to heritage assets subject to conditions controlling materials. I have considered the relevant policies and concluded that there is broad compliance. I have considered all of the representations and do not consider that there are any other material considerations of such weight as to warrant refusing planning permission.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

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

Condition

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

The development shall be undertaken in accordance with the following plans;

Side elevation plan

Plan on poop deck and fore upper deck

Plan on upper deck

Plan on mid-ship deck

Plan on lower deck

Bridging unit plan ref. SOL-xxxx-SC01-000

All received by the Local Planning Authority on 20th November 2014

Reason

To ensure the works are carried out in accordance with the approved plans.

Condition

There shall be no external storage of any items associated with the business other than bins which shall be situated within a bin store.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.4, BE.7, BE.29 and T.1 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

Prior to the construction of the bin store, details of the required size and capacity of receptacles to service the use and any associated amendments to the bin store, shall be submitted to and approved in writing by the Local Planning Authority. The bin store shall subsequently be constructed in accordance with the approved details, shall be installed prior to the commencement of the use and shall be retained for the duration of the use unless any variation is agreed to in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.4, BE.7, BE.29 and T.1 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

Unless otherwise agreed to in writing by the Local Planning Authority, the bin store shall be constructed with external facing materials to match the pontoon

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.4, BE.7, BE.29 and T.1 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

The use shall only be open for the admission of customers between 0900 hours to 1900 hours on any day and no customer shall be admitted outside such hours.

Reason

In accordance with that stated by the applicant, to preserve the amenities of local residents in accordance with Policies FRP.10, FRP.11, BE.21 and T.1 of the City of Gloucester Second Deposit Local Plan 2002, Policy SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 17, 120 and 123 of the NPPF.

Condition

Prior to the commencement of the development hereby permitted a scheme for the ventilation of fumes and odours shall be submitted to and approved in writing by the Local Planning Authority and the use shall not be commenced until the approved scheme has been installed and made fully operational, and thereafter it shall be operated and maintained, as long as the use continues.

Reason

In order to ensure that fumes and odours are properly discharged and in the interests of the amenities of residential property in the locality in accordance with Policies FRP.11 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 17 and 120 of the NPPF.

Condition

The access from the dockside adjacent to the vessel shall be retained at all times that the use is open to customers.

Reason

To facilitate a direct access and avoid disturbance to neighbouring Docks users as a result of customers using the remainder of the pontoon in the interests of the amenities of residential property in the locality in accordance with Policies FRP.10, FRP.11, BE.5 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), Policy SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 17 and 120 of the NPPF.

Condition

Unless otherwise agreed to in writing by the Local Planning Authority, at all times that the use is open to customers an enclosure shall be sited on the pontoon at the water's edge and at the north side of the access point to the vessel to restrict access along the pontoon.

Reason

To enclose the area of use, for safety and to minimise disturbance to other users of the Dock, in accordance with Policies FRP.10, FRP.11 BE.5 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002), Policies SD5 and SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 17 and 120 of the NPPF.

Condition

The external facing material of the vessel other than the hull shall be Cumaru hardwood unless otherwise agreed to in writing and in advance by the Local Planning Authority.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.7 and BE.29 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

The masts shall not exceed 15 metres in height above the deck it is mounted on.

Reason

To establish the terms of this permission and in the interests of the visual amenities of the area and preserving the character and appearance of the

Conservation Area in accordance with Policies BE.7 and BE.29 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

Any sails or other material to be attached to the mast structures shall only be installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.7 and BE.29 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

Details of the fenestration of the vessel shall be submitted to and approved in writing by the Local Planning Authority, and the vessel shall be constructed only in accordance with the approved details.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.7 and BE.29 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Condition

Only one section of horizontal bars shall be removed from the dockside railings and the vertical posts shall remain in place.

Reason

In the interests of the visual amenities of the area and preserving the character and appearance of the Conservation Area in accordance with Policies BE.7 and BE.29 of the 2002 City of Gloucester Second Deposit Local Plan, Policies SD5 and SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 58 and 131 of the National Planning Policy Framework.

Note

Any advertisements may require the express consent of the Local Planning Authority.

This permission does not convey tacit approval to the sail/banner signs indicated in some of the supporting visual information.

Decision:

Notes:

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Person to contact: Adam Smith
(Tel: 396702)

14/01377/FUL

**Victoria Basin Marina
The Docks
Gloucester**

Planning Committee 03.03.2015



Hello,

I would like to add my comments to the proposal of Stationing of replica pirate galleon with mast and sail at dockside and use as a cafe, erection of bin stores and ramp to pontoon and works to dockside barrier at Victoria Basin The Docks Gloucester.

I am the owner of an apartment in The Double Reynolds Warehouse which I have owned since the building was refurbished. At the time of purchase we were informed of further developments that would enhance the area, and bring The Docks to life once more. Building a replica pirate galleon is more suited to a theme park than the Historic Docks.

As an owner I welcome new business's to The Docks but not in the residential area which include the private boats moored. I personally feel that if this proposal is allowed to go ahead then we will lose the attraction that these private berths add to a peaceful setting.

I agree with the comments already made by others with regard to the smell, the seagulls and the noise. The Docks have many weekends where we expect to be put out with events etc but to have a permanent fixture everyday of the week will ruin the tranquillity that people expect when they live on or next to the water.

Please reconsider this proposal and where this facility should be sited, I don't believe that this should be in the Main Basin, the Victoria Basin or next to the Waterways Museum, these are the Historic Gloucester Docks and I don't see where there is a Pirate Galleon in the history of an old working port.

Yours faithfully,

Angela Sims
Sent from my iPad

We moor our boat in Victoria Basin and stay overnight periodically. This is a peaceful mooring in the heart of a conservation area. We do not want this application to go ahead for the following reasons: 1. Noise from a commercial operation where there is none at present 2. Smell and fumes from food preparation and cooking 3. Members of the public gaining access to pontoons with security issues for boats 4. Safety issues with children, drunken revellers and other members of the public on board a vessel in the marina 5. The correct location for this is close by the Waterways Museum adjacent to Gloucester Quays where there are similar facilities of this nature 6. Allowing this commercial operation to proceed would set a precedent that would destroy the whole ambiance of the historic Victoria Basin. There are plenty of restaurants and cafe bars closer to Gloucester Quays including a floating barge cafe. The proposed pirate ship operation should be relocated to that area.

Mr Mike Cowdery

Hello

Comments have been submitted regarding proposal [Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier at Victoria Basin Marina The Docks Gloucester](#). The following objection was made today by Miss Amy Barnes.

I moor my boat exactly I'm the location proposed for this project. I stay overnight on it quite regularly and enjoy a degree of privacy with no public access to the pontoons. When non boaters do trespass on the floating pontoons it is immediately obvious as they seem to enjoy the novelty of jumping up and down. This shakes every boat up and down to the extent that items have fallen off shelves in my boat before. The 'shakes' can be felt in the entire basin regardless of where the. Pontoon is being abused. Would this be a common occurrence with the draw of a public attraction in a quiet private basin? As well as disturbance through trespassing I also worry about the invasion to the little privacy we have with people peering through Windows (a common occurrence), the smell of thieving enclosure proposed in this application, and the noise from a catering kitchen, and constant smell from it. Surely it would be more appropriate to place this project in the main basin or next to the waterways museum? Thank you for considering my comments.

Miss Amy Barnes

Hello

Comments have been submitted regarding proposal [Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier at Victoria Basin Marina The Docks Gloucester](#). The following objection was made today by Miss Amy Barnes.

Please note: my comments were previously submitted on 31st December but do not appear in related documents. I have been informed that the officer considering this case was accepting comments posted after the closure date of 24th, in light of the unusually high influx of objections received. I am therefore resubmitting my comments in the hope that they will appear in public view this time. I own a narrow boat which is moored on the west quay of Victoria basin. I have grave concerns about the viability of a commercial venture such as the one proposed here, when situated alongside a private community. Our quiet, safe community will be totally destroyed. My concerns are as follows: 1. Members of the public accessing and jumping on the floating pontoons in the basin. At any location in the basin, one individual jumping on the pontoons shakes all vessels and creates a loud rattling noise- very antisocial. 2. The proposed bin store will smell in summer, as this side of the basin remains in full sunlight for much of the day in spring, summer and autumn. 3. The bin enclosure will attract more seagulls- seagulls are already a major problem in the docks during spring and summer. 4. The bin enclosure will narrow the west quay which is already quite a narrow area. How will emergency services gain access to the side of the basin? 5. A commercial kitchen and the smells, noise and fumes from it shows a total lack of consideration for private residents in the basin. 6. This proposed project is totally out of keeping with the carefully planned Victorian docks, an area of conservation. The proposed masts and sails will block views of listed warehouses and will be noisy at night during windy weather- very unfair on other residents staying overnight. 7. The privacy that we as berth holders reserve at the moment is limited, but appreciated. With members of the public being drawn to the west quay, and indeed onto the floating pontoons, our privacy will be non-existent. Members of the public, in my experience, have no qualms about peering into the windows of narrow boats. As a woman living alone, this is very disconcerting. Thank you for considering, and I hope, posting my comments

Miss Amy Barnes

I am afraid that to describe this vessel as a "replica Pirate galleon" is way off. Replicas are supposed to copy as closely as possible what the original subject is. Unfortunately, I have not seen any galleon that looks anything like the vessel shown in the planning application. It looks tacky and will not fit in with the surroundings at all. In a word, the inclusion of this vessel in Victoria Basin will do nothing to enhance the area, only bring it down...

Mr Paul Hale

Hello

I write as Chairman of the Hereford and Gloucester Inland Waterways Association concerning the application for a Pirate Ship in Victoria Basin.

I have been asked to comment and the notes are a summary of the committees concerns.

The advertising for the application would appear to have not complied to the requirements as none of the residents moored in the basin have been notified of the proposal. I am told that this makes the application invalid.

On the merits of the application itself.

The IWA overall does not have any objection to having extra facilities in the dock. It welcomes any improvement or addition that gives greater use of the water space and especially any project that encourages young people and keeps families in the area.

The following are our concerns:

We believe the position of the ship is in the wrong place, it is near the residential boats and has poor access. Better positions would be either at the Gloucester Regimental museum end or alternatively on the moorings adjacent to the Lightship at Llantony. Public access would be better and safer when a crowd forms as each function is assembled.

The area around the Barge Arm in the docks if a place could be found would be a better commercial position as it would then be close to several other attractions and possible be an asset to the Museum.

The proposed site would stop any firework displays as given this year by the Round Table.

Opening hours should be restricted to daytime to avoid disturbance to residents. No evening function or bar should be allowed.

Access to the mooring pontoon should be for the ship only with no access to the other pontoons for residential or casual mooring, an essential security and safety requirement.

Current ship design looks poor and would require adjusting as the current plans look a little cobbled together!.

Thank you I trust these comments are not too late for inclusion.

Martin Turner

Hello

Comments have been submitted regarding proposal [Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier at Victoria Basin Marina The Docks Gloucester](#). The following objection was made today by Mr David Reed.

I am a berth holder at Victoria Basin. I wish to state that I am fully in support and agreement with all the objections raised by Mr Paul Skeen, Mr Mike Cowdery, Mr Paul Hale and Mr Gregory Moger. I also wish to point out that the schematic diagrams provided by the applicant of the "Pirate Galleon Themed Replica" show a modular design, depicting flat upright vertical surfaces as well as flat horizontal surfaces, yet the "artists impressions" do not actually resemble any of the schematic diagrams! In fact it is the case that all of the "artists impressions" submitted in respect of this vessel differ in some way, for example there are different numbers of windows in different positions on each of the drawings! It seems the applicant cannot make up his mind what his 'pirate galleon themed replica' vessel is going to look like! I also wish to state that I support Mr John March in that there is insufficient data for the Council to make a sensible decision on this application!

Mr David Reed

I am a berth holder at Victoria Basin and I wish to raise a number of objections to the planning application for a Pirate Galleon themed vessel to be moored at Victoria Basin within Gloucester Docks. My comments and objections are as follows: The proposed site is currently dominated by a range of 15 Listed Victorian Warehouses including Britannia Warehouse, Albert Warehouse, Victoria Warehouse and Vining's Warehouse. The entire location is a conservation area, but nearly all of the historic buildings have been sympathetically and successfully restored and redeveloped as offices, apartments and visitor attractions. These Listed Victorian Warehouses and other dock-related buildings are all of special architectural and historic interest. If this planning application to moor a "Pirate Galleon Themed" vessel in Victoria Basin is approved it would have an adverse effect on the marina and also on the character, appearance and setting of the surrounding Listed Victorian Warehouses and the other dock-related buildings which are situated in Gloucester Docks. The proposed "pirate themed" vessel looks both ugly and unsightly, it is overbearing and out of character in terms of its appearance compared with the existing private vessels in the marina, some of them actually being genuine historic vessels, which is far more in keeping with the historic credentials of Gloucester Docks. The planning application is for a "Pirate Galleon Themed Replica", however according to the details supplied by the Applicant the proposed vessel is not an actual replica of a galleon, but is instead merely a vessel which appears similar looking to a galleon. The non-functional aluminium "masts" and "yard arms" referred to as being in line with the "ship" are clear indicators that the Applicant is not actually attempting to replicate a "galleon", despite stating that the application is for a "Galleon themed Replica". The "masts" and "yard arms" are instead intended simply as advertising hoarding for the Applicant's proposed cartoon-like logos. Having inspected the drawings supplied by the Applicant, the proposed pirate themed vessel would appear far more suited to a theme park such as Legoland, rather than a Conservation area and respected heritage site such as Gloucester's Historic Docks. In my opinion a higher standard of design than that demonstrated by the Applicant should be expected in a Conservation Area such as Gloucester Docks. Particular regard should be given to the desirability of preserving or enhancing the character and appearance of a Conservation Area; this pirate themed vessel would be in full view of the public and would adversely affect the setting of the surrounding Listed Victorian Warehouses. This must be regarded as unacceptable and detrimental to the architectural and historic nature of Gloucester Docks. The pontoons are currently for the use of private berth holders. If this planning application is approved the pontoons will be subjected to a considerable increase in access by the general public. I am concerned that mooring such a conspicuous looking vessel in Victoria Basin will also attract less desirable members of the public and encourage groups of youths to congregate and loiter by the west side of the marina outside of the proposed café's opening hours. A new pontoon ramp is proposed by the Applicant on the west side of Victoria Basin, members of the public will be able to gain access to the pontoon on the west side of the marina via this new ramp; this could result in anti-social behaviour which would adversely affect the owners of boats privately moored there. A 'Jolly Roger' type pirate "ship" flag is an undesirable flag in any marina and could attract further anti-social behaviour. Access to the pontoon (and to the boats privately moored there) via the ramp will still be achievable by determined members of the public even if a chain or a gate is fitted to the entrance to the pontoon between the vertical posts on the dock side! The Applicant has stated that the proposed pirate themed vessel is intended as a "family attraction drawing families from outside the area", this would lead to increased noise and disturbance within the marina. Furthermore, the proposed timber "Bin Store" for the "Pirate Ship Café" is a fire-

hazard and could attract vandalism. It should be noted that if the “Bin Store” is situated adjacent to the pontoon on the dock side it may restrict emergency services vehicles from accessing the marina and Dock buildings. I hope Gloucester City Council will take my comments and objections into consideration when making their decision regarding this planning application.

Hello

Comments have been submitted regarding proposal [Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier at Victoria Basin Marina The Docks Gloucester](#). The following objection was made today by Mr gregory moger.

I submitted a comment prior to this and although logged on the website it cannot be opened for some obscure reason? To recap, Having studied the recently updated details of the application and taking into consideration the size and appearance of the vessel, I am even more convinced that the Victoria Basin is the wrong location for this project. I am not against commercial enterprise on our waterways per se and I am sure that in an alternative suitable location, other than in the full sight of visitors, residents and berth holders in the Victoria Basin (the gateway to our historic docks), it may make a valuable contribution to tourism and the local economy.

Mr Gregory Moger

The renovation of the Docks has been carried out in a sympathetic and respectful manner and has rejuvenated the area. The proposed development is contrary to this good work and I honestly hope the application is rejected.

Mr Jonathan Hayes

Hello

Comments have been submitted regarding proposal [Stationing of replica pirate galleon with mast and sail at dockside and use as cafe, erection of bin store, and ramp to pontoon, and works to dock side barrier at Victoria Basin Marina The Docks Gloucester](#). The following objection was made today by Mr Daniel Holton.

Whilst I would usually support local, independent businesses that help to enhance Gloucester Docks I don't believe the proposed vessel to be in keeping with the local surroundings. The Sula Light Ship, visiting Tall Ships, severn barges and narrowboats are examples of traditional vessels in keeping with the docks. The "replica" vessel is not actually consistent with any Galleon that I'm aware of and the cartoon like logo is not appropriate for the area. Other businesses in the area would not be permitted to use such signage on heritage buildings. Current health and safety measures for the current marina are not sufficient for public access and additional safety ladders and life buoys should be installed if the pontoons were to be in public use. Although the plans suggest the unsuitability of the vessel they are of a poor quality and suggest an insufficient level of planning and preparation for a business such as this. I would be worried about the sustainability of such a business and would worry about the vessel falling out of use. I would welcome a business that used a barge or vessel more in keeping with the surroundings. Examples such as The Grain Barge, The Spyglass in Bristol Docks are good examples. The Sula lightship and the proposed Waterways Museum barge conversion Gloucester Docks are further good examples. In addition locations such as toward Gloucester Quays (Coal Bar and Grill), The Barge Arm or Sula Lightship are probably more suitable as they offer better public access.

Mr Daniel Holton

Dear Mr smith

We own a property at

We have just been notified by the management committee that a proposed planning has gone through for a mock pirate ship to be used as a cafe, with bin area etc.

Unfortunately tenants and owners, were not aware of this proposal as the only notice was obscured behind bollards.

This would be an unpleasant commercial venue especially for the people living on barges on the canal, and would maybe lower the tone of the development. Noise would also be an issue for people living nearby and possibly additional traffic and parking.

So we are objecting to this

Yours sincerely

Mr Simon La Porte

Mrs Maggie Nanks

Having now read the updated details of this application I feel even stronger that this is more akin to a theme park attraction and has no place in a small picturesque private yacht marina. I have no views on this application as a business proposal but it should be sited away from peoples homes next to other similar attractions..I.e. the Sula Lightship at Llanthony Quay , not in the Victoria Basin.

Mr Gregory Moger



Victoria Basin.
Gloucester.

13.1.2015

F.A.O. Adam Smith Esquire,
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester GL1 2EQ

Dear Mr Smith,

Re: PLANNING APPLICATION 14/01377/FUL – Victoria Basin Marina, Gloucester Docks

I am writing on behalf of the Committee and many members of Gloucester Yacht Club, to object to the above planning application. Several of our members keep boats in the Victoria Basin Marina and we share their concerns about the proposal to locate a “fake” pirate galleon there. The Basin is situated within a conservation area and the surrounding buildings have been sensitively restored at significant cost.

We believe that both the appearance of the “galleon” and the noisy activities that will be taking place on and around it all day long and on every day of the week will seriously detract from both the peace and attractiveness of this area of the Docks where no commercial activity is currently permitted. There is also substantial concern about accessibility of emergency vehicles.

Yours sincerely,

Charles Marsh

Charles Marsh.

Vice Commodore.
Gloucester Yacht Club.

I understand that the Mayor sits on the Board of the Gloucester Docks Company and I would like to draw her attention to the disquiet amongst the berth holders of the Victoria Basin over the proposed siting of a pseudo pirate ship cafe' in our marina.

We do not feel it appropriate to site such a commercial enterprise within a conservation area especially given the health and safety ramifications of a childrens creche type cafe' situated amidst a working marina.

If it was sited alongside similar enterprises at Llanthony Quay it would be more appropriate and cause less disturbance to ordinary working people who have invested their hard earned money into purchasing and maintaining a boat which is in itself a tourist attraction.

As well as being a boat owner and berth holder at the Victoria Basin I am also relief Master of the Historic Passenger Vessel Queen Boadicea 2 and as such give a commentary about the nautical heritage of our wonderful dock area.

This proposed development is not something I would wish to draw my passengers attention to as something that was of either historical or cultural interest.

Please pass our concerns on to the rest of the Board.

Greg Moger. Malindi..Victoria Basin.

Sent from Samsung tablet"

FURTHER OBJECTION TO PLANNING APPLICATION 14/01377/FUL

I have studied the Design and Access Statement which was submitted very late in the day by the applicant and I wish to raise additional objections to those I have already made.

From the information now provided, the initial concerns of the Victoria Basin berth holders are fully vindicated. The applicant has now admitted that access will be from the dockside to the pontoon and then from the pontoon to the ship. This confirms all our fears about strangers wandering past our boats and being free to trespass on them with potential for vandalism and other damage.

Despite consisting of two pages, the Statement is still lacking important information as follows:

1. Electrical supply

There is no information provided about the power source for this significant commercial operation. The existing single phase electrical socket outlets provided on the pontoons will not be suitable or sufficient for the scale of activity proposed which is likely to require a 3 phase supply. The Environmental Health Officer has already stated that no generators will be permitted;

2. Waste

Toilet waste is going to be stored on board in a holding tank but there is no information about the size of the holding tank or how often pumping out will be required. Given the significant numbers envisaged, including babies and children, it is questionable whether one toilet will be enough;

There is no mention of how other liquid waste is to be treated, presumably because it is just going to be discharged directly into the Basin. This is a confined area of stagnant water and the influx of significant additional waste water (from an 80-passenger capacity vessel) will represent a significant increase in volume with potential for increased pollution. Where is the environmental impact statement demonstrating that this will be acceptable?


The applicant says he will be storing his waste in bins "on the pontoon" or "on the dockside". This is completely unrealistic as the pontoons are not wide enough or sufficiently stable and the bins will pose an obstruction hazard there. The plan to enclose the bins within a timber enclosure on the dockside will create a further eyesore and in any case such arrangements are not currently permitted for other users of the Docks;

3. Technical requirements for vessels

As a passenger vessel the pirate ship will need to comply with the requirements for vessels operating on Category B inland waterways. In particular it will have to satisfy the requirements of the Safety Code for Passenger Ships Operating Solely in UK Categorised Waters. It will also need to satisfy European Commission Directive 2006/87/EC (as amended) on Technical Requirements for Inland Waterways Vessels which prescribes the technical requirements for inland waterway vessels. The Design and Access Statement makes no mention of these requirements or how they will be met.

An edifice of this nature belongs in a theme park and not in a historic waterside setting like the Victoria Basin at Gloucester Docks. This is an ill-conceived proposal which should be rejected without hesitation.

M J COWDERY



Adam Smith Esquire
Planning Officer
Gloucester City Council
Herbert Warehouse
The Docks
GL1 2EQ

22nd January 2015

Dear Mr Smith,

FURTHER OBJECTION TO PLANNING APPLICATION 14/01377/FUL

Following your letter of 9th January I have studied the recently submitted Design and Access Statement for the above application. Although it does provide some more information about the proposed enterprise many important queries, raised earlier by objectors, have still not been addressed. However it is now all too apparent that the undertaking will pose serious risks to the health, safety and security of the public if it is allowed to proceed in the Basin, rather than being relocated to the opposite bank of the main canal.

INAPPROPRIATE COMMERCIAL ACTIVITY IN A LEISURE MARINA

The scale of the planned operation will be significant. It will operate 7 days a week, for at least 8 hours every day, all year round. The nature of the activities proposed will, without doubt, disturb the peace and quiet currently enjoyed by berth holders and residents of the neighbouring warehouses.

We are informed that the wholly inappropriately named “Little Pirate Café” will have seating for some 80 people. However it is clear there will be many more “customers” on board the “fake” galleon at any one time including school groups and revellers in the Children’s Party Room and on each of the four decks. This proposed enterprise will be much larger and more complex than Mr Howard’s existing Café on the Barge operation on the Kennett and Avon Canal. It is therefore misleading to imply that the two operations are similar in type and size. They are not.

SIGNIFICANT RISKS TO THE HEALTH AND SAFETY OF THE PUBLIC

The Victoria Basin is a small leisure marina with berths for 41 vessels. If this commercial activity is allowed to go ahead the numbers of people using the Victoria Basin will greatly increase. The Design and Access Statement confirms that the “customers” of the “fake” galleon will have free and unrestricted access on to the pontoons. At present there is no public access allowed on to the pontoons or indeed anywhere within the Basin. Allowing members of the public, including very young children and the disabled unrestricted access on to the pontoons within the Victoria Basin will create new, significant and wholly unnecessary risks to them and others as follows:

1. Lack of security for boat owners

It will be impossible for the applicant to supervise and control “customers” of the “fake” galleon while they are on the pontoons. As a result some may

choose to climb aboard unoccupied boats and barges, interfere with equipment, untie vessels and cause damage to them;

2. Slips, trips and falls

Strangers unfamiliar with a marine environment may slip or trip on the pontoons and inclined gangways. In the summer, faeces from roosting seagulls and other birds makes the wooden surfaces hazardous to walk on. During wet weather the pontoons also become slippery and they are particularly treacherous during the winter months when black ice can form which is almost impossible to see;

3. Drowning and health risks from water pollution

The pontoons are unfenced. Therefore it is entirely foreseeable that a young child or an adult could fall into the water. There is little or no safety equipment on the pontoons at present (e.g. ladders to assist in recovery of persons from the water; lifebuoys; first aid equipment) which would be essential if the general public is to be allowed access. The risk of drowning should not be underestimated. In addition anyone falling into the Basin would be at serious risk of contracting water borne diseases such as leptospirosis and hepatitis;

4. Fire and explosion risks

We are told there will be smoke detectors and fire extinguishers on the “fake” galleon. However in view of the numbers of “customers” anticipated, further information about fire precautions is needed. If a fire were to break out on the vessel, means of escape from it would be difficult, given its design and the confined nature of the Basin;

5. Lack of access for emergency vehicles

The proposed location for the fake galleon will not permit emergency vessels to gain convenient access to the vessel. Therefore in the event of an accident or a fire emergency personnel would be delayed in arriving on scene.

HEALTH AND SAFETY RESPONSIBILITIES OF PUBLICLY FUNDED ORGANISATIONS

As the owner of the Victoria Basin the Canal and River Trust [CRT] owes all those using the Basin in whatever capacity a legal duty under Section 3 and Section 4 of the Health and Safety at Work etc. Act. As operators of the marina within the Basin, British Waterways Marinas Ltd [BWML], owes the same legal duties, specifically to its berth holders and others using the facility.

In his Design and Access Statement the applicant states that **“the proposal has been well received and encouraged by the Canal and River Trust and also by British Waterways Marinas Ltd”**.

If this statement is correct and the proposal is allowed to go ahead then both these publicly funded organisations will need to radically upgrade the Victoria Basin, at considerable financial cost, in order to safeguard the wider general public who will be using it. Please reject this application.

Yours sincerely,

[Redacted signature]

E. J. Cowdery [Mrs].

E-mail: [Redacted email address]

I cannot see where the galleon could be moored in the basin - currently there is no "dockside" space available. Further, there are no details available in the planning application about the proposed works to barriers and pontoon access. As a berth-holder in the CRT-owned Victoria Basin Marina managed by BWML I forwarded the planning application URL to the marina manager who had not been informed formally about it. In addition it seems to me that there is insufficient data in the application for a sensible consideration by the Council!!

Mr John March



Telephone: 

Adam Smith Esquire
Planning Officer
Gloucester City Council

5th January 2015

Dear Mr Smith,

OBJECTION TO PLANNING APPLICATION 14/01377/FUL

Thank you for sparing the time to speak to me about the above planning application last Friday. As explained my husband and I are berth holders in the Victoria Basin.

First I wish to formally record our concern that Gloucester City Council failed to display the yellow planning notice for this application in a conspicuous position within Gloucester Docks. It was only displayed on the railings on the west side of the Victoria Basin and then on the side facing away from the water. As a result the notice was not visible to any of the berth holders whilst on their boats. It was also not visible to the residents in the adjacent Britannia Building. British Waterways Marinas Ltd has a dedicated noticeboard at the main entrance to the Victoria Basin. This would have been a much more sensible place to locate the notice, so that those most affected by it were alerted to it.

In view of the poor siting of the planning notice many people and organisations have only become aware of the application in the last week. Because this has coincided with the extended Christmas holiday period it has been difficult for some who now wish to object to do so. As a result the consultation period should be extended for at least a further week from today.

I concur with all those who have already objected to this application and add my reasons as follows:

1. Lack of planning information

The information provided by Mr Howard on the application form lacks detail and is vague and confusing. We are told that more information is available in the Design and Access Statement but this is not provided on the website so it is unclear whether the applicant has not provided it or the Council has simply failed to put it on to the site. In either case those reading the application are deprived of much needed extra information.

We are told that the café will be serving “high quality homemade cakes and ethically sourced teas and coffees”. This would appear to be duplicating not only the Café on the Cut on the Barge Arm but also the plethora of coffee shops on dry land in the area between Victoria Basin and Gloucester Quays. Another café of this type is clearly not required. However we are then told that an “un-rivalled children’s party experience” will be provided. It is unclear whether this will be separate from the café or included within it. There is no information about how many children will be accommodated, of what ages, at what times, on what days and for how long. Clearly this is intended as a commercial operation but we are then told that charitable donations of £1 will be requested for people wanting to take photographs. We are also told that the venture will encourage families to come from outside the area and that it will provide employment for local young people.

Gloucester Quays already attracts thousands of people from all over the region so it is highly unlikely that this amateurish and ill-conceived venture will have any beneficial effect on the economic development of the Docks. However it is likely to be used as a cheap “child minding” facility for those visiting the Quays who will then seek to “dump” their children while they shop. As for the employment prospects, the “jobs” created will all be minimum wage and are unlikely to be as attractive to local young people as those already available to them from established employers at the Quays.

The plan provided for Victoria Basin is out of date. There are no finger berths along the western side of the Basin.

2. Not in keeping with a conservation area

The Victoria Basin is situated within a conservation area and the surrounding buildings have been sensitively restored at significant cost. We believe that both the appearance of the fake galleon and the noisy activities that will be taking place on and around it will seriously detract from both the peace and attractiveness of this area of the Docks. At present there are no commercial activities allowed within the Victoria Basin and the area should remain private for the enjoyment of the berth holders. If this application is approved it will also cause disruption to the residents of the nearby apartments.

The so-called pirate galleon is a “fake”. It is not a replica or a reproduction of an original vessel. As a result it has no cultural, historical or technical merit. Therefore it will not be in keeping with any of the vessels already berthed in the Victoria Basin or with the Tall Ships moored out on the main canal.

The plans to install an ugly new walkway to allow access on to this equally ugly vessel from outside the Britannia building will also spoil the look of the area and take it down market. The intention is also to build a timber bin store either on the dockside or on the pontoon. Again these arrangements would appear to be in direct contravention of conservation law. When the old warehouses in the Docks were converted to apartments the waste collection areas were carefully designed to be out of sight. However they were also easily accessible

for refuse collection vehicles. It is unclear how general waste will be collected and removed on behalf of the local authority from the location proposed. It is also unclear how food and other supplies will be delivered to the vessel given that there is no vehicular access permitted to this "dead end" corner of the Basin.

Furthermore it is unclear how the mobile effluent disposal company will gain access to pump out the toilets aboard the vessel as mentioned in the application form. In any event this activity will be unsightly and unpleasant to other people using the marina.

3. Privacy/overlooking/ loss of amenity/sets unwarranted precedent

The fake galleon will be four storeys in height excluding its masts and will completely dominate the Victoria Basin and its surroundings. At present the Basin provides a pleasant peaceful mooring for its berth holders. All the berths are private and there are no commercial activities. The introduction of a commercial undertaking of this nature will change the ambience forever. If this application is allowed then there will be further applications for floating pubs, bars and nightclubs. The applicant says he does not wish to apply for a licence to serve alcohol but this does not mean he will not do so at a later date.

There are already issues with trespassers and other unauthorized people coming on to the pontoons and attempting to board the boats. This situation, which has been brought to the attention of BWML, will only get worse and security will be impossible to monitor and maintain if the public are to be allowed free access to the "fake" galleon in the Basin.

If this vessel has to be accommodated anywhere it would be far better if it were berthed well away from the conservation area on the other side of the canal close to the Sula Lightship and Sainsburys. There is plenty of open space there and the children could make lots of noise and would not be a nuisance to residents in the converted warehouses, to boat owners and to visitors to the historic Gloucester Docks

Please reject this application.

Yours sincerely,

[Redacted signature]

E. J. Cowdery [Mrs].

E-mail: [Redacted email address]

I own a vessel moored at considerable expense in the victoria basin and we currently have issues with BWML over security of the pontoons. Providing a commercial vessel permitting access to our pontoons is only going to make the situation worse. I object to this foolhardy and inappropriate development which should be sited elsewhere on the waterways away from residential and recreational vessels.

Mr Gregory Moger

Following the submission of further information in the Design and Access Statement by the applicant, I wish to make additional comments. The size of the proposed vessel is illustrated here a little more clearly than in the rough plans previously submitted. In light of this, I'd like to raise concerns for those of us in the basin with traditional narrow boats. We do not possess bow thrusters and steer our boats from the rear. In windy conditions, this means the control we have when maneuvering around the basin is limited. Turning my narrow boat of 55ft (16.8m) in the middle of the basin can be a difficult job with limited space. The boats currently moored along the west side of Victoria basin are all 2.1m in width, with the exception of one, which is 3.7m wide. The proposed fake Pirate Ship will be 4.5m wide. Currently we have approximately 19-20m of free water in which to turn. With the fake pirate ship in place, this area will be restricted to 18-19m. Simple mathematics tells me that turning my boat will be extremely difficult and possible damage to other boats will be a concern. For other berth holders with narrow boats longer than mine, turning will be impossible. How are we as berth holders expected to maneuver safely around this vessel? There will be little space, and no way to view the exit of the basin with such a tall, wide vessel in the way. This poses a huge safety risk. Has anybody at BWML or Gloucester City Council considered this? I refer to previous comments about Victoria Basin being an unsuitable location for the pirate ship. Surely, the larger main basin, or the open canal would be safer? The comments submitted by departments at Gloucester City Council and other local bodies, whilst professional in the main, do not appear to have been written by individuals with experience of marina life, or of skippering a boat. I would like to invite Mr Smith (case officer) and the representatives from Environmental Health and Gloucester Civic Trust to visit the pontoons at Victoria Basin. I'd be grateful if you'd sit on board my boat whilst I board and disembark the pontoons, perhaps jump up and down (as children on their way to and from a party) would be quite likely to do. I'd like my visitors to observe cups falling off shelves on board my board, as it rocks up and down. I'd also like them to listen to the loud creaking and banging that occurs with movement on the pontoon. I would also be prepared to take my visitors out on my boat, so they can observe the limited visibility and space we already have for maneuvering, and see the negative effect a large, imposing vessel will have on visibility and space to move. When I first bought my narrow boat (10 years ago), British Waterways were closely monitoring, and expressing concern about water pollution levels on our waterways. Current ruling then and now allows boaters to dispose of grey water into the waterways. Concerns were being raised about the quantity of soaps and detergents being deposited by the increasing numbers of boaters. The applicant for the fake pirate ship does not mention where the grey water produced from the 80 customers onboard (hand washing in the toilets, and washing up/cleaning water) will go... Presumably, the grey water will be deposited into Victoria Basin. With grey water production doubled (based on the number of current residents in the basin, and the 80 potential customers on board the ship), has anyone considered the effect on water pollution? This is not mentioned in the Environmental Health Report. Who is responsible for monitoring this? If it is Environmental Health, my point about lack of marina knowledge preventing sound judgment is made evident. If it is not Environmental Health, perhaps we should seek an assessment from the body responsible? Environment Agency??? In previous comments, I, and many others raised concerns about this project being a potential eye sore. Others describe it as tacky and better suited to a theme park. As the Design and Access Document provides us with additional information that was lacking in the initial application, these concerns are highlighted. I cannot stress enough how 'out of keeping' and inappropriate life sized resin figures of pirates are in a tastefully restored area of conservation. My final

comment is directed to the professionals who undertook their assessments of this application based on the initial proposal. I propose that assessments are repeated/revised in light of the additional information submitted recently in the Design and Access Statement. We were all lacking full details of this project prior to this document, and the outcomes of the assessments may differ with full information now available from the applicant. Many thanks for your time.

Amy Barnes

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	'UPPER DECK', GLOUCESTER QUAYS OUTLET CENTRE
APPLICATION NO. & WARD	:	14/01400/COU WESTGATE
EXPIRY DATE	:	27TH JANUARY 2015
APPLICANT	:	GLOUCESTER QUAYS LLP
PROPOSAL	:	CHANGE OF USE OF UPPER DECK OF FACTORY OUTLET CENTRE (OVER CENTRAL CORE OF UNITS) TO USE CLASS A1 FOR ANTIQUES CENTRE
REPORT BY	:	ADAM SMITH
NO. OF APPENDICES/ OBJECTIONS	:	SITE PLAN 4 REPRESENTATIONS

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is the area above the central core of outlet centre units at the southern end, known as the 'upper deck'. It can be seen from the internal walkways, above the shops with a glazed barrier to the perimeter. The upper deck area is some 1158sq metres. Access is currently available from the first floor car park. There are lifts and stairs between the levels.
- 1.2 The proposal is to change the use of the upper deck area to retail use for the Antiques Centre. The proposed plans indicate an escalator from the ground floor to the upper deck from the main entrance area (where the existing customer services desk is) and further additional accesses to the upper deck from the cut through between the two main walkways.
- 1.3 The application is referred to Committee at the Development Control Manager's discretion given the issues involved and concerns raised in representations.

2.0 RELEVANT PLANNING HISTORY

- 02/00271/OUT
- 2.1 This was the application for Outline Planning Permission for the Gloucester Quays site. The application was for major mixed use development comprising

new build and reuse of existing buildings to accommodate residential development (approx. 1000 units); food retail store (approximately 7,800 sq. metres); retail factory outlet centre (approximately 20,000 sq. metres); new Gloscat education campus (approximately 19,000 sq. metres); employment development (approximately 9500 sq. metres); hotel (80 beds); leisure development (approximately 6000 sq. metres) and the provision of associated car parking, servicing and infrastructure including a new road link across canal. Outline Planning Permission was granted by the Secretary of State on 22nd June 2006. A renewal of the permission was agreed by Members at the January Committee meeting pending the completion of legal agreements.

07/00708/REM

- 2.2 This reserved matters application was for a mixed use scheme consisting of a Retail Factory Outlet Centre, 15 residential flats, leisure floorspace (including A3, A4 & A5 food & drink) together with associated multi-level car parking (1311 spaces), bus and taxi facilities and landscaping. Approval of reserved matters was given 4th September 2007.

07/00771/FUL & 10/00894/REP

- 2.3 This was the application for the conversion and refurbishment of Lock Warehouse with retail/restaurant use on ground floor, 26 no. residential units above and associated cycle and bin storage. It was granted subject to conditions on 4th February 2008 and renewed on 19th November 2010, and was associated with a unilateral undertaking that included a commitment to relocate the Antiques Centre to an alternative location within the Docks or nearby surrounding area to provide a continuing presence of the Antiques Centre without materially interrupting the continuity of trading.

08/01566/COU

- 2.4 This was an application for the change of use of the first and second floors and part of the ground floor of the former Matthews Furniture Warehouse (known as Building P of the Gloucester Quays development) for retail use by the Antiques Centre (the relocation from Lock Warehouse). It was granted subject to conditions on 9th March 2009.

09/01281/COU

- 2.5 This application was for the change of use of part of the upper floor of Building E of the Gloucester Quays development from office, storage and service space to retail use for the Antiques Centre, with associated ground floor access, and alterations to and use of the connecting bridge over High Orchard Street for the Antiques Centre. It was granted subject to conditions on 9th February 2010 but not implemented.

14/01370/FUL

- 2.6 This was an application to change the use of part of the first floor and part of the ground floor (for access) of Block E (at east side of High Orchard Street) to offices (Use Class B1). It was granted subject to conditions on 5th February 2015.

3.0 **PLANNING POLICIES**

Central Government Guidance - National Planning Policy Framework

- 3.1 This is the latest Government statement of planning policy and is a material consideration that should be given significant weight 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. In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development. For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

Core planning principles

Planning should:

- Be genuinely plan-led;
- Be a creative exercise in ways to enhance and improve places;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future, take account of flood risk and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing brownfield land;
- Promote mixed use developments;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;

- Take account of and support local strategies to improve health, social and cultural wellbeing and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF is topic based on a similar basis to the previous PPGs and PPSs:

Building a strong, competitive economy and Ensuring the vitality of town centres

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

The NPPF retains a recognition of town centres as the heart of communities and encourages the pursuit of policies to support their vitality and viability.

The sequential and impact tests are maintained for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more the 'impact' factors, it should be refused.

Promoting sustainable transport

Seeks to ensure developments generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Decisions should take account of whether;

- The opportunities for sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented on transport grounds whether the residual cumulative impacts of development are severe.

Requiring good design

Emphasis is retained on good design, seeking to ensure that development will function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and history while not discouraging innovation, ensure safe and accessible environments, and are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take opportunities for improving areas.

Promoting healthy communities

Encourages the involvement of all sections of the community. Decisions should aim to achieve places which promote;

- Opportunities for meetings between members of the community who might not otherwise come into contact;
- Safe and accessible environments;

- Clear and legible routes, high quality public space that encourage use.

Decisions should also;

- Plan positively for shared space, community facilities and other local services;
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

The importance of access to high quality open spaces is also emphasised.

Planning obligations and conditions

Planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development: and
- Fairly and reasonable related in scale and kind to the development.

Planning conditions should only be imposed where they are

- Necessary;
- Relevant to planning and to the development to be permitted;
- Enforceable;
- Precise; and
- Reasonable in all other respects.

The National Planning Practice Guidance has also been published to accompany and in part expand on the National Planning Policy Framework.

The Development Plan

3.2 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

3.3 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). Under the terms of the NPPF, weight can be given to these policies according to their degree of consistency with the NPPF.

3.4 Relevant saved 1983 Local Plan policies are as follows:

T1f – Provision for pedestrians in the city centre outside the main shopping area.

T4a – Differential charging of short and long stay car parks to discourage inappropriate use.

T6 – Measures will be introduced to encourage cycling.

S1 – The sub-regional shopping status of Gloucester will be maintained and strengthened within the context of its position in the pattern of shopping facilities in Gloucestershire. All comparison shopping facilities will be concentrated within the city centre other than where expressly stated to the contrary.

S1a – Major comparison shopping facilities will not normally be permitted outside the main shopping area other than in accordance with the specific provisions of other policies.

3.5 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).

3.6 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....”

The following policies are of relevance:

Western Waterfront mixed use allocation

BE.4 – Criteria for the layout, circulation and landscape of new development

BE.6 – Access for all

BE.9 – Design criteria for large commercial development

BE.21 – Safeguarding of amenity

TR.9 – Parking standards

TR.11 – Provision of parking for people with disabilities

TR.12 – Cycle parking standards

TR.31 – Road safety

E.1 – Mixed use allocations (MU.2 Western Waterfront)

S.2a – Bakers Quay (factory outlet centre)

S.4a – New retail development outside designated shopping centres

T.1 – Visitor attractions in the central area

Emerging Plan

- 3.7 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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. 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.

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

The following policies of the Submission JCS Document are of relevance:

SD1 – Presumption in favour of sustainable development

SD2 – Employment

SD3 – Retail hierarchy

SD5 – Design requirements

SD15 – Health and environmental quality

INF1 – Access to the transport network

INF2 – Safety and efficiency of the transport network

- 3.8 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 Highway Authority raises no objection subject to a condition to prevent 'open A1' retail sales.

- 4.2 The Planning Policy Department has not commented.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 The application was advertised by site notices. 4 representations have been received. Other representations have been submitted to the related application 14/01398/COU to convert the existing Antiques Centre premises to offices (also on this Committee agenda) but clearly comment on the proposed new location raising similar concerns.

- 5.2 Issues raised in the representations may be summarised as follows:
- The Antiques Centre has been an important landmark at the Docks for over 30 years
 - Along with the Docks it is second only to the Cathedral as Gloucester's main tourist attraction and is responsible for thousands of visitors. It outranks the Quays on Trip Advisor feedback scores
 - The prominent current location is a factor in this
 - The proposed new location is anonymous, impersonal and characterless, not suitable for retailing.
 - The only access is off the car park
 - It would create difficulties with delivering/collecting stock
 - People will not bother to try to find the new location
 - The Antiques Centre relies significantly on passing trade and the loss of a shop window and off street access is fundamental
 - The proposal for an escalator appears only to be a vague 'future' proposal and would cause disruption
 - The Antiques Centre is fragile and does not travel well
 - Traders will be reviewing their positions
 - The viability of the Antiques Centre and the proposed changes have not been discussed with the tenants
 - There have been no communications regarding the viability of the centre should these changes not take place, the move, or marketing
 - The proposed marketing speaks woefully inadequate and does not indicate a commitment
 - The proposal would almost certainly lead to the demise of the Antiques Centre
 - Traders have built up custom that helps towards the general well-being of the Quays
 - The relocation would be detrimental to the well being of the Quays
 - Offices are inappropriate in a shopping centre
 - Office jobs can be located anywhere
 - There are unoccupied buildings that would suit office use without destroying the flow of the retail environment
 - The proposal is not for the benefit of Gloucester
 - It would make more sense to move to adjacent ground floor units

I circulated to the objectors the supplementary material recently received from the applicant regarding the relocation proposals, signage and marketing, proposed layout and servicing, with a deadline of 27th February to comment. Some further responses have already been received.

- 5.3 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 issues with regard to this application are as follows:

- Economic considerations
- Traffic and transport

Economic considerations

Sequential test

- 6.2 The proposed retail use is a 'main town centre use' under the terms of the NPPF and the sequential test must be considered. However, the proposal is for a particular operation to be accommodated here, one that has historically been within the Docks and allowed to relocate to the current location in 2009.
- 6.3 While planning policy has been altered in the intervening period, the general thrust as applicable here has not and the rationale behind that 2009 decision holds firm in this new application – this is the same Antiques Centre operation involved that has historically been outside the primary shopping area, and there was a stated desire (taking effect through the unilateral undertaking associated with the Lock Warehouse conversion scheme) for the Antiques Centre to remain in the Docks vicinity and outside the primary shopping area.
- 6.4 Furthermore the relocation would be 150 metres to the south and in the same complex. Although it is just outside the zone of search in the earlier 'relocation' undertaking I do not consider that this is objectionable as a matter of principle.
- 6.5 This particular justification against the sequential test considerations does require a condition to restrict it to just such an antiques sales operation, as other retail sales have not been justified and could well not be policy-compliant, and would not benefit from the particular 'exception' cited above. This is also proposed by the applicant.

Impact test

- 6.6 The proposal is below the NPPF threshold for an impact assessment and I do not consider that there are special circumstances to request one. Suitably conditioned, a permission would facilitate the relocation of the same Antiques Centre business at a similar scale. It appears unlikely that the effect on the City centre would change much.

Suitability of new premises

- 6.7 The applicants acknowledge that the continuity of trading of the Antiques Centre is a key issue for the application, including its location and accessibility. A difficulty with this proposal is the apparent diverging opinions between the applicant and traders about the suitability of the new location.
- 6.8 I understand that the applicant is the owner of the Gloucester Antique Centre. The applicant wishes to make clear that without the relocation, the continued future trading of the centre is very uncertain. Therefore they argue that doing nothing is not an option, but they are committed to trying to provide a viable future for the Antiques Centre. The relocation is proposed as delivering appropriate premises that are still within a central location, allow a more stream-lined operation to be put in place, reducing overheads and providing a more flexible form of accommodation. They note that this would be a more

accessible location, improve the functionality and layout being over one level, provide enhanced and level access by car for collection of larger items and better access to the servicing arrangements of the outlet centre for delivery of bulky items, and that this can only be of benefit to the traders. The existing Antiques Centre premises has a floor area of approximately 1017sq m so there would be a modest increase in the size of facility (to 1158sq m). The applicant proposes that this would have no material impact on the operation of the Antiques Centre as a business.

- 6.9 Several traders meanwhile raise concerns about the appropriateness of this new location. The concerns appear to distil down to the visual presence and ability to access the new location, and the ability to service it.
- 6.10 The installation of an escalator at the 'front' end of the upper deck up from the entrance area would facilitate direct access from ground floor, and could be signed within the centre to make its location clear to the passing visitors that are so important to the traders. The additional accesses shown at the 'rear' of the upper deck from the cross-mall cut through would also assist. Of course it is possible that potential customers would not want to bother finding it.
- 6.11 Furthermore, the applicant has recently sought to respond to some of these concerns and provided some indicative details of a new range of signage to advertise the location of the Antiques Centre on the upper deck. They propose to implement a comprehensive new signage and marketing strategy for the Antiques Centre including on-line marketing.
- 6.12 In terms of servicing, the car park right outside the upper deck would appear to make servicing from cars and customers taking goods out easier than the current location. In respect of larger items (and from my visit the Antiques Centre does include some larger items of furniture such as tables, sofas and chests of drawers), I am advised by the outlet centre manager that delivery vehicles over 2.1 metres would use the outlet centre's delivery area A (next to the car park entrance), offload goods to another vehicle and take up into the car park. This is apparently the same arrangement as when they have held events on the upper deck before. They also propose to mark an area adjacent to one of the entrances for deliveries and collections.
- 6.13 This difference in opinion over the suitability of the upper deck is the really challenging issue, given the fears for the future of the Antiques Centre entirely. The Authority must be careful to base the decision on material planning considerations not just aspirations for the most advantageous arrangement for this business. The economic planning issues of siting the Antiques Centre in this part of the City can be overcome by suitable planning conditions, as previously done with the relocation to the current site. Furthermore, looking at it objectively, there appear to be means of addressing the two main issues cited by traders, and while they clearly are better informed about optimum locations for an antiques centre to successfully trade, there is only so far I consider this can be taken in terms of the planning considerations - a potential new site for this tourist attraction nearby to its existing premises has been identified in this application.

- 6.14 Ultimately, the applicant could evict the Antiques Centre at any time (subject to contractual arrangements) and traders would be forced to consider finding new premises themselves if they wanted to continue trading in the same manner. The current application offers an opportunity to do so within the same complex.
- 6.15 With the same restrictive goods condition and a further condition to ensure only one Antiques Centre operates (a 'doubling up' of such retail floorspace has not been justified against retail policy), I would raise no objection to this proposal in terms of economic planning considerations.

Traffic and Transport

- 6.16 The parking provision, customer access for vehicles and trip generation are all likely to be similar to the existing given the location within the same complex and the comparable floorspace. The modest increase is not likely to materially increase the trips.
- 6.17 The assessment is based on an antiques centre use and not other retail and the Highway Authority seeks to ensure this by condition – which also points to the imposition of the restrictive goods condition.

Human Rights

- 6.18 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 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 7.2 The retail issues can be overcome by conditions to limit there to being one antiques centre retailing antique goods, and this would effectively allow the relocation of an existing business. Similarly this would be satisfactory in terms of highways impact.
- 7.3 Traders evidently have concerns about the new location, while the applicant believes that the proposal will safeguard a fragile business. Objectively, the proposal offers the opportunity to relocate the business nearby and the

applicant appears to offer means of addressing concerns about servicing and the visibility of the centre. With the threat of closing the business outright anyway, granting permission would at least offer this opportunity for relocation. I have considered the relevant policies and the representations and I do not consider that there are any reasons to refuse planning permission.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

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

Condition

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

The development shall be undertaken in accordance with the plans referenced CTM GQ1 01 20 1100 – and CTM GQ1 00 20 1100 01 received by the Local Planning Authority on 1st December 2014.

Reason

To ensure the works are carried out in accordance with the approved plans.

Condition

The upper deck area as outlined in red on plan ref. CTM GQ1 01 20 1100 - shall be used for the sale of antiques, reproduction furniture, and ancillary items such as toys, pottery, stamps, bespoke jewellery and general collectibles and for no other purpose within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to the Class in any statutory instrument revoking and re-enacting that Order with or without modification, unless otherwise agreed in writing by the Local Planning Authority.

Reason

The application seeks to facilitate the relocation of the existing Antiques Centre within the locality, which is considered to be an important attraction for the City. The proposed site is outside the primary shopping area and in the absence of justification for other types of retailing, the condition is necessary to limit the goods that can be sold, and similarly the assessment of impact on the highway is made on this specific form of retailing. This is in accordance with the National Planning Policy Framework, Policies SD3, INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014 and Policies S.4a and TR.31 of the City of Gloucester Second Deposit Local Plan (2002).

Condition

The use hereby consented shall not be operational at the same time as an antiques centre is operational at the Former Matthews Furniture Building also known as 'Building P' of the outlet centre situated between High Orchard Street and Merchants Road and fronting Llanthony Road.

Reason

The particular justification for the use of this site for antiques centre-retailing is based on relocating the existing business. No retail analysis has been undertaken to justify two antiques centres in operation in this out of centre location therefore the limitation is necessary in accordance with the National Planning Policy Framework, Policy SD3 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014 and Policy S.4a of the City of Gloucester Second Deposit Local Plan (2002).

Decision:

Notes:

.....

.....

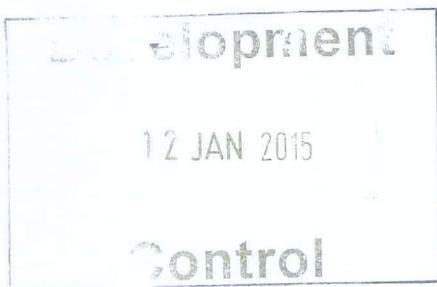
Person to contact: Adam Smith
(Tel: 396702)

14/01400/COU

Gloucester Quays Designer Outlet
St Ann Way
Gloucester
GL1 5SH

Planning Committee 03.03.2015





08/01/15

Ref - 14/01400/COU

Having traded at Gloucester Antique Centre (M & C Stamps) for over 30 years, I feel I can comment with some relevant experience on the proposed plans for relocation.

Since the earliest days of the centre when Eddie Cooke first opened the Lock Warehouse, and 'grew' his vision of an antiques emporium, one floor at a time, through to the more turbulent upheavals of 2013, the City council have always been extremely supportive and unflinchingly protective of this major tourist draw. Hardly surprising - this little gem is regularly only trumped by our magnificent cathedral in terms of on-line 'must visit' reviews of Gloucester, and currently even out-ranks the Quays itself on Trip Advisor feedback scores.

The Centre is, however a fragile asset, and from experience does not travel well. Certainly some of the existing traders will not countenance another move and simply leave, and any inappropriate relocation is likely to spell, at best, years before re-group, recovery and re-establishment, (let alone expansion) are achieved. Recent lack of Quays promotion and advertising means that many customers still think that we are at the Lock Warehouse, or worse still that we have closed for good!

I object to the proposed alternative site for the following reasons.

1) For whatever reason the Upper Deck has never managed to permanently establish itself, despite many attempts at various functions, so the odds are already stacked against a successful Antiques venture. The Gloucester indoor market debacle has demonstrated that successful group growth is from the ground floor upwards. The Quays is currently littered with empty shops on the more favourable ground floor, damaging customer satisfaction and giving the impression that the whole complex is struggling. Surely if we must move, it would make more sense to take over the 3 adjacent empty ground floor units, that are "up and ready to trade" in High Orchard Street for example. This would suit our specific business model and inject an instant 'flourishing' Quays customer impression.

2) There is only one access to the Upper Deck and this is from the car park and not the mall itself. This means the Antique Centre would get no passing trade - hardly appropriate for this showpiece and an effective death knell. Indeed, any customers determined enough to come to the Centre would have to leave the Mall, take the stairs/lift to the upper floor and then negotiate crossing 2 lanes of car park traffic to find the entrance! This safety concern is exacerbated by the fact that stock (often large items of furniture) in and out of the Centre would also be dodging//holding up car park traffic (watch out, four poster bed crossing!!) - clearly a lack of understanding of our business model.

3) The plans detail the installation of an escalator to the Upper Deck. This would doubtless help customer (but not large stock) access, but appears only to be a vague 'future' proposal. Few antique traders willing to move to the upper deck would do so, knowing their more fragile pieces are going to be exposed to jack hammers at a later date, and would need this work to be undertaken 'up front'. I doubt whether existing Mall traders -Pasty Presto/Costa would welcome this construction disruption at all

I am very grateful for the support given by Gloucester Quays through out the 2013 debacle and fully understand the financial business driver for conversion of our current site to offices, but these proposals for relocation are poorly thought out and endanger the future of a valuable city asset, when other less risky options are available. If the Quays are keen to support the Centres continuance and growth, they should be guided by the current management team within Gloucester Antiques Centre who are a safe pair of hands, with years of experience in how this business model works. If this is not the case, then we are again back to looking to the Council to protect one of Gloucester's treasures.

Mick Cant

This application can be considered alongside another application changing the use of the existing antique centre to an office and an obvious enforced move of the antiques centre from its current location. As a trader in GACL (building P) the proposed move to the Upper Deck would seem a real retrograde step and detrimental to the well being of the Quays. The Upper Deck is not a suitable area for retailing and can be likened to recent proposed enforced move of the market in Gloucester centre to an upper area. The results on business are self-evident, and the same principals apply in the Quays. Will people bother to make the effort to try and get to the upper deck, even if they can find it. - I'm concerned that so many will just not bother. It is just not a good location. For the antiques centre the loss of a 'shop window' and off-street access is pretty fundamental for a 'shop' that relies significantly on passing trade. The amount of sales to people who just happened to be walking by is vital and a move into the depths of a shopping complex, and upstairs to boot, just has to be a step in the wrong direction with a considerable reduction in income for all involved. In conjunction with the associated planning application it seems very inappropriate to be putting offices in the middle of a shopping centre, especially on the ground floor where the loss of a shop window is so fundamental, relegating a shop to the depths, well off the beaten track and difficult to find. Customers expect shops - not offices, and customers, once put off are very difficult to get back. For myself, and the other traders, the loss of a 'shop window' and off-street access is pretty fundamental for a 'shop' that relies significantly on passing trade. The amount of sales to people who just happened to be walking by is vital and a move into the depths of a shopping complex, and upstairs to boot, has to be a step in the wrong direction and brings into question the viability of the antiques centre itself. I and others would be reviewing our positions and the complete loss of the antique centre is a possibility. You may not be aware that many traders have spent considerable time and effort in building up trade which helps towards the general well-being of the Quays. I trust the committee will choose to support the traders of Gloucester and turn down this ill-advised application that is not for the benefit of Gloucester.

Mr Stewart Blencowe

Dear Sir, I note the further comments from Sarah Hawkins regarding the proposed planning permissions. It is rather odd that the viability of the Antique centre and the proposed changes have not been discussed with the tenants of the centre nor has there been any communications regarding the viability of the centre should these changes not take place. In addition there has been no input from the Centre/tenants regarding the proposed move – and no exchange of views regarding increased marketing or the new area. As they stand the proposed marketing strategy appears woefully inadequate considering the proposal to move the centre off the beaten track. – This does not indicate a commitment to the centre or it's tenants. Office jobs can be located anywhere – positioning an office in a retail environment is not good marketing practice, visitors expect shops and more shops, not offices,. There are un-occupied buildings that would suit office use in the vicinity without destroying the 'flow' of the retail environment. This does not make for logical development of this retail area and I would urge you to reject this change.

Mr Stewart Blencowe.

As a long time Dealer with a Unit in the Gloucester Quays Antique Centre, I would most strongly urge the Planning Authorities to seriously consider the likely outcome of granting permission for change of use of 'The Upper Deck'. Since its inception over 30 years ago the Antique Centre has been an important landmark at Gloucester Docks and along with The Docks is only second to the Cathedral as Gloucester's main Tourist Attraction, as such The Centre has been responsible for many thousands of visitors benefitting the City over the years. One undoubted reason for this is the continued prominent presence of the Antique Centre within The Docks, therefore to consider relocating it to an anonymous impersonal and characterless location at any time could spell disaster but given the current and foreseeable economic climate would almost certainly lead to it's decline and the eventual demise of an iconic part of Gloucester's recent history. Hopefully you will not let this happen.

Mr Peter Gamble

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	'BUILDING P', GLOUCESTER QUAYS OUTLET CENTRE
APPLICATION NO. & WARD	:	14/01398/COU WESTGATE
EXPIRY DATE	:	27TH JANUARY 2015
APPLICANT	:	GLOUCESTER QUAYS LLP
PROPOSAL	:	CHANGE OF USE OF FIRST AND SECOND FLOORS AND PART OF THE GROUND FLOOR (FOR ACCESS ONLY) OF BUILDING P (CURRENTLY OCCUPIED BY THE GLOUCESTER ANTIQUES CENTRE) TO OFFICES (USE CLASS B1)
REPORT BY	:	ADAM SMITH
NO. OF APPENDICES/ OBJECTIONS	:	SITE PLAN 7 REPRESENTATIONS

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is the upper two floors and part ground floor of the building known as Building P of the Outlet Centre scheme (the former Matthews furniture building), currently occupied by the Antiques Centre. This is the retained historic building facing Llanthony Road with TGI Friday at ground floor.
- 1.2 The proposal is to change the use to Use Class B1 offices.
- 1.3 The application is referred to Committee at the Development Control Manager's discretion given the issues involved and concerns raised in representations.

2.0 RELEVANT PLANNING HISTORY

02/00271/OUT

- 2.1 This was the application for Outline Planning Permission for the Gloucester Quays site. The application was for major mixed use development comprising new build and reuse of existing buildings to accommodate residential development (approx. 1000 units); food retail store (approximately 7,800 sq.

metres); retail factory outlet centre (approximately 20,000 sq. metres); new Gloscat education campus (approximately 19,000 sq. metres); employment development (approximately 9500 sq. metres); hotel (80 beds); leisure development (approximately 6000 sq. metres) and the provision of associated car parking, servicing and infrastructure including a new road link across canal. Outline Planning Permission was granted by the Secretary of State on 22nd June 2006. A renewal of the permission was agreed by Members at the January Committee meeting pending the completion of legal agreements.

07/00708/REM

- 2.2 This reserved matters application was for a mixed use scheme consisting of a Retail Factory Outlet Centre, 15 residential flats, leisure floorspace (including A3, A4 & A5 food & drink) together with associated multi-level car parking (1311 spaces), bus and taxi facilities and landscaping. Approval of reserved matters was given 4th September 2007.

07/00771/FUL & 10/00894/REP

- 2.3 This was the application for the conversion and refurbishment of Lock Warehouse with retail/restaurant use on ground floor, 26 no. residential units above and associated cycle and bin storage. It was granted subject to conditions on 4th February 2008 and renewed on 19th November 2010, and was associated with a unilateral undertaking that included a commitment to relocate the Antiques Centre to an alternative location within the Docks or nearby surrounding area to provide a continuing presence of the Antiques Centre without materially interrupting the continuity of trading.

08/01566/COU

- 2.4 This was an application for the change of use of the first and second floors and part of the ground floor of the former Matthews Furniture Warehouse (known as Building P of the Gloucester Quays development) for retail use by the Antiques Centre (when the Centre moved from Lock Warehouse). It was granted subject to conditions on 9th March 2009.

09/01281/COU

- 2.5 This application was for the change of use of part of the upper floor of Building E of the Gloucester Quays development from office, storage and service space to retail use for the Antiques Centre, with associated ground floor access, and alterations to and use of the connecting bridge over High Orchard Street for the Antiques Centre. It was granted subject to conditions on 9th February 2010 but not implemented.

14/01370/FUL

- 2.6 This was an application to change the use of part of the first floor and part of the ground floor (for access) of Block E (at east side of High Orchard Street) to offices (Use Class B1). It was granted subject to conditions on 5th February 2015.

3.0 PLANNING POLICIES

Central Government Guidance - National Planning Policy Framework

- 3.1 This is the latest Government statement of planning policy and is a material consideration that should be given significant weight 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. In assessing and determining applications, Authorities should apply the presumption in favour of sustainable development. For decision-making, this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent, or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole; or
 - specific policies in the NPPF indicate development should be restricted.

Authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

Core planning principles

Planning should:

- Be genuinely plan-led;
- Be a creative exercise in ways to enhance and improve places;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Secure high quality design and a good standard of amenity;
- Take account of the different roles and character of different areas;
- Support the transition to a low carbon future, take account of flood risk and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing brownfield land;
- Promote mixed use developments;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing and deliver sufficient community and cultural facilities and services to meet local needs.

The NPPF is topic based on a similar basis to the previous PPGs and PPSs:

Building a strong, competitive economy and Ensuring the vitality of town centres

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

The NPPF retains a recognition of town centres as the heart of communities and encourages the pursuit of policies to support their vitality and viability.

The sequential and impact tests are maintained for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more the 'impact' factors, it should be refused.

Promoting sustainable transport

Seeks to ensure developments generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Decisions should take account of whether;

- The opportunities for sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented on transport grounds whether the residual cumulative impacts of development are severe.

Requiring good design

Emphasis is retained on good design, seeking to ensure that development will function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and history while not discouraging innovation, ensure safe and accessible environments, and are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take opportunities for improving areas.

Promoting healthy communities

Encourages the involvement of all sections of the community. Decisions should aim to achieve places which promote;

- Opportunities for meetings between members of the community who might not otherwise come into contact;
- Safe and accessible environments;
- Clear and legible routes, high quality public space that encourage use.

Decisions should also;

- Plan positively for shared space, community facilities and other local services;

- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

The importance of access to high quality open spaces is also emphasised.

Planning obligations and conditions

Planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development: and
- Fairly and reasonable related in scale and kind to the development.

Planning conditions should only be imposed where they are

- Necessary;
- Relevant to planning and to the development to be permitted;
- Enforceable;
- Precise; and
- Reasonable in all other respects.

The National Planning Practice Guidance has also been published to accompany and in part expand on the National Planning Policy Framework.

The Development Plan

3.2 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

3.3 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). Under the terms of the NPPF, weight can be given to these policies according to their degree of consistency with the NPPF.

3.4 Relevant saved 1983 Local Plan policies are as follows:
T1f – Provision for pedestrians in the city centre outside the main shopping area.
T4a – Differential charging of short and long stay car parks to discourage inappropriate use.
T6 – Measures will be introduced to encourage cycling.

S1 – The sub-regional shopping status of Gloucester will be maintained and strengthened within the context of its position in the pattern of shopping facilities in Gloucestershire. All comparison shopping facilities will be concentrated within the city centre other than where expressly stated to the contrary.

- 3.5 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).
- 3.6 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...”

The following policies are of relevance:

Western Waterfront mixed use allocation

BE.4 – Criteria for the layout, circulation and landscape of new development

BE.6 – Access for all

BE.21 – Safeguarding of amenity

TR.9 – Parking standards

TR.11 – Provision of parking for people with disabilities

TR.12 – Cycle parking standards

TR.31 – Road safety

E.1 – Mixed use allocations (MU.2 Western Waterfront)

S.2a – Bakers Quay (factory outlet centre)

Emerging Plan

- 3.7 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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. 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.

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

The following policies of the Submission JCS Document are of relevance:

SD1 – Presumption in favour of sustainable development

SD2 – Employment

SD5 – Design requirements

SD15 – Health and environmental quality

INF1 – Access to the transport network

INF2 – Safety and efficiency of the transport network

- 3.8 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 Highway Authority raises no objection.
- 4.2 The Planning Policy Department has not commented.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 41 neighbouring premises were notified of the application, and a site notice was also published. 7 representations have been received.
- 5.2 The issues raised may be summarised as follows:
- The Antiques Centre is a major and longstanding tourist attraction bringing thousands of people to the City every year
 - Along with the Docks it is second only to the Cathedral as Gloucester’s main tourist attraction
 - The current building is sympathetically designed, has easy access and is in a central prime location
 - The centre employs 21 people, 5 fully employed, and there are over 90 dealers
 - There is a specific nature to the offer – long browsing times, insight into our heritage
 - The street level entrance is essential to the Antiques Centre and the current layout works well
 - Reliance on passing trade

- The new location is anonymous
- The move would have a detrimental effect on the Antiques Centre
- Traders would review their positions
- Traders have built up custom that helps towards the general well-being of the Quays
- It could well kill off the Antiques Centre in the next couple of years
- This would be a great loss for the City
- In terms of the fragility of the business, despite promises to spend money on marketing there has been no such undertaking by Peel Holdings to do so, and the dealers have not been approached by Peel Holdings to discuss financial concerns and viability – had it done so suggestions may have been forthcoming
- Discussions should be had about improving profitability before any resolution on the planning application
- Turning it into a bland office block, of which there are many in the area, is a betrayal of the original vision for the Docks
- Putting offices in the middle of a shopping centre is detrimental
- Prime sites should be reserved for the use and enjoyment of people
- Would it not make sense to keep the Antiques Centre where it is and put the office at the upper deck
- The applicant's larger profit would be at the expense of people's enjoyment of the city
- Councillors should protect the City and its population from the might of a Corporation who have different needs and aims
- The offices may create 50 new jobs but if the Antiques Centre fails there would be no actual gain

I also circulated to the objectors the supplementary material recently received from the applicant regarding the relocation proposals, signage and marketing, proposed layout and servicing, with a deadline of 27th February to comment. Some further comments have already been made.

5.3 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 issues with regard to this application are as follows:

- Economic considerations
- Traffic and transport
- Residential amenity

Economic considerations

Principle of the office use – sequential and impact tests

6.2 Offices are a main town centre use in terms of the NPPF. This site is considered to be within the city centre for this (non-retail) main town centre use. As such it is not considered that the sequential test is necessary – it is compliant with this part of the NPPF and similarly this is the case for the

impact test. I understand that the applicant wishes to create an office 'hub' in this area.

Loss of the antiques centre use

- 6.3 The applicant accepts that the continuity of trading of the antiques centre is a key issue. In the previous 'relocation' application – the conversion of the Lock Warehouse to flats – a unilateral undertaking was submitted to give a commitment to relocate the Antiques Centre to an alternative location within the Docks or nearby surrounding area to provide a continuing presence without materially interrupting the continuity of trading.
- 6.4 I understand that the applicant is the owner of the Gloucester Antiques Centre and believes that it is no longer the significant tourist attraction that it once was. Neither the applicant nor traders have figures to demonstrate this. The applicant also notes that the Centre is fragile and without relocation the continued future trading of the Centre is very uncertain.
- 6.5 In this instance we are one step on from where we were with the Lock Warehouse application, in that the applicant has already identified a new location at which to site the Antiques Centre – the upper deck within the outlet centre. An application to utilise that area is also on this Committee agenda.
- 6.6 It is evident from the representations that although the applicant believes the new location would be appropriate, several traders have their doubts and indicate that such a move could ultimately lead to the demise of the Antiques Centre entirely. In terms of this application that is relevant to the proposed loss of the Antiques Centre use from the premises.
- 6.7 This 'dispute' over the appropriateness of the upper deck for the Antiques Centre and the apparent desire of traders to stay in the existing building seem to be at the heart of representations on this application. The Authority must be careful to judge the proposal on material planning considerations and not just aspirations for the most advantageous arrangement for this business. The economic planning issues of locating offices here are acceptable.
- 6.8 In this instance the planning application involves the potential loss of a tourist attraction and this was considered important by Members in assessing the proposal to convert the Lock Warehouse and lose the previous home of the Antiques Centre. I have asked the applicants for an undertaking to facilitate the relocation of the Antiques Centre prior to the implementation of the development to ensure no material break in trading – which would reflect the approach taken with that previous relocation application. However the applicant has confirmed that it will not enter into such an obligation and believes that there is no planning need for it, advising that it will simply shut the business if this causes a problem.
- 6.9 The applicant states that it is committed to trying to provide a viable future for the Antiques Centre, and evidences its actions in re-opening the centre when it closed in 2013. The applicant also states that it will put into place actions to seek to facilitate a successful move to the upper deck, including a signage

and marketing strategy, and an indicative layout showing how the upper deck might accommodate the centre with display areas for 50 dealers along with associated reception/office/storage/etc has been produced. Servicing arrangements for the upper deck have also been set out.

- 6.10 Ultimately, the applicant could evict the Antiques Centre at any time (subject to contractual arrangements) and traders would be forced to consider finding new premises themselves if they wanted to continue trading in the same manner.
- 6.11 The resultant situation I believe is that there appears to be genuine momentum towards facilitating the move to the upper deck and the applicant claims to be committed to the centre's future. Nevertheless in the absence of an undertaking to commit to this, there is no greater level of certainty than that – the applicant could implement the office conversion and not the upper deck proposals which would make the Antiques Centre homeless. However, given the applicant's claim that their staying put is not an option and with the threat of closing the business otherwise if the Council holds out for a legal undertaking, it seems that, from the perspective of seeking to ensure continuity of this tourist attraction, there is little option than to allow the conversion on face value and hope that the relocation takes place and is successful.

Office floorspace within the shopping centre

- 6.12 I do not consider that the presence of this amount of office floorspace would dominate or water down the retail scheme to cause any detriment in planning terms, and the resultant mix of uses would comply with the mixed use proposal envisaged in the 2002 plan and granted within the wider Gloucester Quays scheme.

Other economic implications

- 6.13 The proposal would create employment opportunities (the applicant claims in excess of 50 jobs, and that there is an occupier lined up) and would bring in businesses that would contribute to supporting other local facilities.

Economic conclusions

- 6.14 While the situation is somewhat unfortunate and relies on the stated intentions of a developer rather than a legal undertaking, I do not see that raising an objection to this proposal in terms of economic planning considerations is appropriate.

Traffic and Transport

- 6.15 The total level of traffic resulting from the B1 office use is not expected to be higher than the existing use – vehicle movements are anticipated to be broadly similar although the office movements are likely to be concentrated at either end of the working day. Approximately 19 two-way movements in the AM peak and 17 in the PM peak are expected with the offices – not considering the movements associated with the existing use.

- 6.16 Any increase would be felt at the St Ann Way junction and it would not have any significant impact here. Other matters such as the proposed limit on parking permits and location of bus stops locally indicate that the impact may be less still. Any additional car parking could be accommodated in the local public car parks.
- 6.17 Overall no objection is raised in highways terms.

Residential amenity

- 6.18 There are residential flats in the Barge Arm complex across Llanthony Road from the application site. I do not consider that the office use would cause any significant disturbance to residents, but a condition is necessary to control times of works during the conversion phase to preserve reasonable living conditions.

Human Rights

- 6.19 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 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 7.2 No objections are raised in terms of highways – there would be no severe residual impact resulting from the proposal. The principle of office use in this location is considered acceptable and would assist in creating a mixed use development that would deliver employment uses in a central area and would support other local facilities. The theoretical loss of the Antiques Centre could be ameliorated by the proposed relocation to the upper deck taking place. While there is evidently some considerable concern about the suitability of the new premises, in my view the concerns could not amount to a reason to refuse the application – the ability to deliver the continuity of a tourist attraction would exist, although it would be down to the applicant to deliver the scheme. Ultimately if the applicant acted on the threat to close the business this would clearly be more detrimental to the future of the Antiques Centre. Under these circumstances I recommend that planning permission is granted subject to conditions.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

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

Condition

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

The development shall be undertaken in accordance with the plans referenced

CTM-ANTQ-20-00-001-01 – Proposed Level 00 Floor Plan

CTM-ANTQ-20-00-002-01 – Proposed Level 01 Floor Plan

CTM-ANTQ-20-00-003-01 – Proposed Level 02 Floor Plan

received by the Local Planning Authority on 1st December 2014.

Reason

To ensure the works are carried out in accordance with the approved plans.

Condition

During the conversion/building works phase 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 to Friday 0800hours to 1800hours, and Saturdays 0800hours to 1300hours. For the avoidance of doubt no works shall take place at any time on Sundays, bank or public holidays.

Reason

To safeguard the amenities of the area in accordance with Policies FRP.9, FRP.10, FRP.11 and BE.21 of the 2002 City of Gloucester Second Deposit Local Plan, Policy SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014 and Paragraphs 17, 109, 120 and 123 of the NPPF.

Decision:

Notes:

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Person to contact: Adam Smith
(Tel: 396702)

14/01398/COU

**Antiques Centre
Gloucester Quays Designer Outlet
St Ann Way
Gloucester
GL1 5SH**

Planning Committee 03.03.2015



Development

29 DEC 2014

Control

17/12/14

Dear Mr. Adams,

I would like to object to the change of use of Gloucester Antique Centre, Llanthony Road, Gloucester Quays Gloucester GL2 5RQ refno. 14/01398/cou from an antique Centre to offices.

The entrance to Gloucester Antiques Centre is on street level and can be seen from most parts of the docks. This is important as the Antique Centre is a major and long standing tourist attraction which brings many thousands of people to Gloucester every year. If the Antique Centre moves to the upper floor of the shopping centre this is lost. Although the Gloucester Antique Centre is attached to the Quays development it does not necessarily attract the same type of customers. I feel the move would not affect the Quays outlet but would have a detrimental affect on the Antique Centre.

The Antique Centre was moved from Severn Road to Llanthony Road which lost us customers. Last year the centre closed for a few weeks and again this lost us reputation and customers. Another move into the shopping centre and upstairs out of view of people

visiting the docks could well kill off the Antique Centre in the next couple of years. This would be a great loss for Gloucester.

Yours faithfully,



This application can be considered alongside another application changing the use of the quays upper deck and an obvious enforced move of the antiques centre from it's current location. As a trader in GACL it would seem a real retrograde step to change a perfectly good retail area to office accommodation. The loss of a 'shop window' and off-street access is pretty fundamental for a 'shop' that relies significantly on passing trade. The amount of sales to people who just happened to be walking by is vital and a move into the depths of a shopping complex, and upstairs to boot, just has to be a step in the wrong direction. It is detrimental to be putting offices in the middle of a shopping centre. Customers expect shops, not offices - and once customers are put off it's difficult to get them back. For myself, and the other traders, the loss of a 'shop window' and off-street access is pretty fundamental for a 'shop' that relies significantly on passing trade. The amount of sales to people who just happened to be walking by is vital and a move into the depths of a shopping complex, and upstairs to boot, has to be a step in the wrong direction and brings into question the viability of the antiques centre itself. I and others would be reviewing our positions and the complete loss of the antique centre is a possibility. You may not be aware that many traders have spent considerable time and effort in building up trade which helps towards the general well-being of the Quays. I trust the committee will choose to support the traders of Gloucester and turn down this ill-advised application that is not for the benefit of Gloucester.

Mr Stewart Blencowe

APPLICATION NO 14/01398/COU

ANTIQUE CENTRE GLOUCESTER QUAYS

CHANGE OF USE

PENDING CONSIDERATION

CASE OFFICER ADAM SMITH

7TH JANUARY/2015

The dock area is a pleasure to see and visit. It provides a diverse, multitude of experiences for the visitor to enjoy.

The building that houses the antique centre is sympathetically designed, has easy access in a most central prime location.

The centre employs 21 people, 5 are fully employed the rest come as arranged or needed. On three floors the building, with a lift, houses the wares of 90+ dealers, all with varying interests, setting alcoves and cabinets for display purposes. A few dealers are full time, as a job and a few part time, others use it as a hobby, pocket money etc.

The antique centre is the 2nd most visited place in Gloucester (no 1 being the cathedral) therefore creating a spin off to the whole of the dock area and outlets. The many coaches disembark outside the antique centre, the visitors and residents come in to view, enjoy, undisturbed, the items on display, purchase if wanted. This provides an

insight to our heritage and history some stay the day. The cafe on the 3rd floor is very popular giving views of the dock area. The visitors often remark on the extent, diversity and beauty of the items displayed and how much they have enjoyed their time in the antique centre.

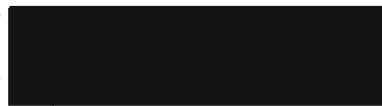
The antique centre closed for awhile last summer the visitors and residents were upset and delighted when it reopened.

A lot of the dealers are sceptical that the proposed new location for the antique centre will be a successful

venture. It's feared that many dealers will give notice to leave as the prospect of a move, so difficult with so much stock and only to close its doors due to failure after a few months, will tip the balance and end the venture.

Should consent be given to the current application 14/01398/COU access to this beautiful building will be denied to residents and visitors alike and cause a real danger of losing the 2nd most visited place in Gloucester THE GLOUCESTER QUAYS ANTIQUE CENTRE.

YOURS SINCERELY



JOSEPHINE M. HARRISON.

Planning Application Ref : 14/01398/COU

Change of use GAC Antiques Premises, current Location.

We submit the following objections related to the above detailed Change of Use application.

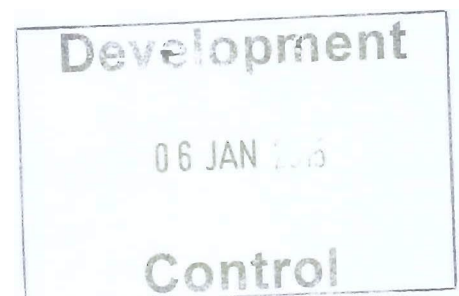
- 1 GAC Antiques is a prime tourist attraction for the City, hence it is significant in the wealth creation of Gloucester City Council's economy.
- 2 The current location, with its street level entrance and large window frontage is vital to the success of a retail business. Passing trade is the key to the survival of the Centre. Without such an important visual attraction the Centre is doomed to failure.
- 3 To turn the building into a bland office block, of which there are many in the area, is a betrayal of the original vision for the docks. Prime sites should be reserved for the use and enjoyment of the people of Gloucestershire and further afield.
- 4 Clearly if this Change of Use Application is approved then the highly successful Peel Group will make a much larger profit. This would be at the expense of people's enjoyment of the City of Gloucester.
- 5 There is clearly a conflict of interests in this Planning Application, it is a David and Goliath scenario. The might of a large Corporation using its economic power to produce higher profits against a small group of passionate individuals who wish to see the Antique Centre as an enjoyable cultural and educational centre of the great city and its magnificent Cathedral.
- 6 The proposed relocation of the Antique Centre has many vital disadvantages. Having no window display area will have a significant effect on the potential customer footfall. The responsibility of the elected councillors is to protect the City and its population from the might of a Corporation who have different needs and aims from the people. Hence its desire to generate higher and higher versus the people of Gloucester's love and pride in their beautiful city.

In view of the above detailed drawbacks to this Application we would ask you to reject this proposal



P & M Tasker

01.01.15



I am a dealer at Gloucester Quays Antiques Centre, one of many who operate successfully from what I consider to be an iconic building within the Gloucester Quays location. This centre is probably one of the best of it's type in the UK, it is in a prestigious location, it is as well laid out in what could be a purpose built building for this type of business, it is a well known visitor attraction probably second only to the Cathedral and it would be a terrible shame if it were to be re-located in an out of the way location away from the main pedestrian run. If this were to happen then I believe that the Antiques Centre would see a vast reduction in visitor numbers and would eventually cease to be a viable business. I therefore ask that the planning committee seriously consider if they wish to see a successful Antiques Centre remain as a prominent visitor attraction within the Gloucester Quays area.

Mr Richard Brown

Since its inception over 30 years ago the Antique Centre has been an important landmark at Gloucester Docks and along with The Docks is only second to the Cathedral as Gloucester's main Tourist Attraction, as such The Centre has been responsible for many thousands of visitors benefitting the City over the years. As a longstanding Dealer with a Unit in The Centre I am well aware that one undoubted reason for this is the continued prominent and highly visible presence of the Antique Centre within The Docks, this is essential for the continued success of The Centre, therefore to grant change of use to the building, thus removing this important presence by relocating The Centre to the anonymous 'Upper Deck', at any time could spell disaster but given the current and foreseeable economic climate would almost certainly lead to it's decline and the eventual demise of an iconic part of Gloucester's recent history. Hopefully, as responsible custodians of the City's future you will not let this happen.

Mr Peter Gamble

Dear Sir / Madam Having read the document written by Sarah Hawkins dated 10th February which supports the Application I would like to make the following comments:- 1. If the area occupied by the Antiques Centre is approximately the same as the site it is proposed to move it to then would it not make sense to keep the Antiques Centre where it is and instead locate the proposed office development in the Upper Deck area. The current location of the Antiques Centre benefits from being on a public thoroughfare, used mainly by people actually looking to do some shopping, there is a good sized window display area to the building which would be of no benefit at all to offices, also many people who come to Gloucester Quays are aware of where the Antiques Centre is and if it is replaced by offices then many people may just believe that the Antiques Centre has gone out of business. 2. With regards to the claim that the Antiques Centre is in a fragile state as a business model I can only say that despite promises to spend money on marketing the Antiques Centre following the re-possession of of the business from it's previous tennant there appears to have been no such undertaking by Peel Holdings to do so. How often do I hear on local radio the advertising of Gloucester Quays as a marvellous retail location with all facilities mentioned except the fact that there is also a superb 3-storey Antiques Centre. Also - at no time have the 50 or so dealers at the Centre been approached by Peel Holdings to discuss the financial concerns and ongoing viability of the Centre. If it had done so then I dare say that a forthright discussion may have yielded a few suggestions as to how to improve profitability. To my mind this avenue should at least be explored before any resolution to this Planning Application is reached, after all I imagine that most if not all of the objections to this Application have come from dealers at the Centre. If they are all on-board one way or the other then the best solution for all will be reached. 3. It is possible that 50 new jobs may be created by the development of these new offices but if the Antiques Centre ultimately fails because of this proposed move then the same number of dealers plus a number of full time jobs will be lost so there will be no actual gain.

Mr Richard Brown

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GLOUCESTER CITY COUNCIL

COMMITTEE	:	PLANNING
DATE	:	3RD MARCH 2015
ADDRESS/LOCATION	:	WINGET BOWLS CLUB, TUFFLEY AVENUE, GL1 5NS
APPLICATION NO. & WARD	:	14/01484/FUL PODSMEAD
EXPIRY DATE	:	4TH MARCH 2015
APPLICANT	:	GLOUCESTER CITY COUNCIL
PROPOSAL	:	ERECTION OF A SINGLE STOREY BUILDING TO ACCOMMODATE THE SERVICING AND STORAGE OF PLANT AND EQUIPMENT USED BY THE CITY COUNCIL COUNTRYSIDE UNIT, ERECTION OF 2.1 METRE HIGH BLACK POWDER COATED PALISADE SECURITY FENCING, THE PROVISION OF HARD STANDING AND VEHICULAR CAR PARKING SPACES, AND EXTERNAL ALTERATIONS TO EXISTING GARAGES
REPORT BY	:	EMMA BLACKWOOD
NO. OF APPENDICES/ OBJECTIONS	:	SITE LOCATION PLAN 6 LETTERS OF REPRESENTATION

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The principal part of the application site is set back some 50 metres from Tuffley Avenue, on the southern side of the highway, and vehicular access to the site is currently obtained via an existing road from Tuffley Avenue, adjacent to no. 110 Tuffley Avenue. The full extent of the western side boundary of the application site lies adjacent to Tuffley Park, and the rear boundary of the application site backs onto the existing bowling green. Dwellings at nos. 110, 112, 114 and 124 Tuffley Avenue back onto the application site towards the northern and eastern sides.
- 1.2 The Design and Access Statement advises that the site is currently occupied by users of Tuffley Park, City Council contractors maintaining the park, and the various users of the social/bowls club. The applicant has confirmed that the proposed use of the existing garage and the proposed single storey building, for the servicing and storage of plant and equipment to be used by

the City Council Countryside Unit, would be in addition to its current use, and therefore the remainder of the site would remain unchanged.

- 1.3 The Design and Access Statement further states that the use of the proposed facility would only be by the Countryside Unit when they need to pick up and drop off machinery (including trailers, bailers, chippers and other farm equipment) for use on the Robinswood Hill, Alney Island, Hucclecote Hay meadows, and occasionally for maintenance of plant. The principal use of the site would be as a store, and the applicant has confirmed that the vehicles and plant which are used daily would continue to be stored at the Countryside Unit on Robinswood Hill, thereby lessening the number of vehicular movements. The applicant has subsequently confirmed in writing that *“Very little servicing would be undertaken on site as this would be done at the ranger centre. It may be the odd tyre replacement but generally very low key”*. It is proposed that the rangers would be provided with a bicycle as part of the proposal, to allow them to cycle to and from the facility.
- 1.4 It is proposed that the hours of operation would generally be from 08:00 to 18:00, although it is proposed that the hours of operation would be extended until 20:00 in the summer months.
- 1.5 It is proposed to erect a single storey building towards the northern side of the site, which would accommodate the servicing and storage of the City Council’s Countryside Unit’s larger plant and equipment that cannot be stored at the Ranger Centre on Robinswood Hill. The proposed building would measure 18 metres in width along its southern (front) and northern (rear) elevations, and 6 metres in length along its side elevations. Plans were originally received proposing that the rear elevation of this building would sit 0.4 metres from the site boundary shared with the rear garden areas of nos. 110 and 112 Tuffley Avenue. However, amended plans were received by the Local Planning Authority on 4th February 2015, showing this building moved slightly further east, with the rear elevation of the proposed building sitting 0.5 metres from the site boundary shared with the rear garden area of no. 112 Tuffley Avenue only.
- 1.6 The proposed single storey building would be designed with a north-facing mono-pitch roof, measuring 3.1 metres in height on its rear elevation and 5.2 metres in height on its front elevation. This would have softwood board vertical cladding on all elevations (150mm wide timber and 19mm gap), and corrugated zinc sheeting on the roof which would be coated in a silicone polyester top coat, dark green in colour. 4 no. galvanised roller shutter doors would be installed on the front elevation, and 1 no. pedestrian access door would be installed on the western side elevation. No fenestration is proposed for installation on the flank walls on the rear or eastern side elevation.
- 1.7 It is further proposed to refurbish an existing building towards the north-eastern corner of the application site, which is 20.3 metres wide along its western (front) and eastern (rear) elevations, and 4.3 metres deep on its side elevations. It is proposed to remove the existing roof on the building, and to replace it with Kingspan insulated roofing or similar, dark green in colour. 2

no. galvanised roller shutter doors would be installed on the front elevation, in addition to a replacement pedestrian access door and window. No new fenestration is proposed for installation on either side elevation or on the rear elevation of the existing building. It is proposed to repaint the building, the same colour as existing

- 1.8 The application also proposes the erection of 2.1 metre high black powder coated palisade security fencing. The amended plans show that this fencing would run parallel with the part of the northern boundary which is shared with the rear garden areas of no. 112 Tuffley Avenue, but would be set back 7.6 metres from this boundary. The fencing would also run parallel with the part of the eastern side boundary of the application site which is shared with the garden of nos. 116 and 124 Tuffley Avenue, but would be set back 4.2 metres from this boundary. The proposed single storey building and the existing building would be located within this palisade fencing, and 5 sets of double access gates would be provided within the extent of the proposed palisade fencing, providing access to and from these buildings.
- 1.9 Further, there are plans to replace any displaced parking within the curtilage of the site and to make good the existing surface. This would include the provision of self-binding gravel surface over an existing grassed area towards the western side of the site to allow for additional parking bays.
- 1.10 This application is presented to the Planning Committee for determination because the applicant is the Council, and letters of objection have been received from neighbouring properties.

2.0 RELEVANT PLANNING HISTORY

- 2.1 14.11.1995 (reference 95/00546/FUL, Planning permission granted) – Erection of club house to replace existing and provision of additional car parking facilities
- 2.2 13.05.1997 (reference 97/00117/FUL, Planning permission granted) – Single storey extension to provide function room and toilet facilities and provision of additional car parking
- 2.3 23.08.2011 (reference 11/00951/ADV, Advertisement consent granted) – Erection of 3 metre high non-illuminated "V" shaped entrance sign

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 (NPPF) has been published and is also a material consideration.

- 3.2 For the purposes of making decisions, the NPPF 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 NPPF. In these circumstances due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.
- 3.3 The policies within the 1983 Local Plan and existing County Structure Plan remain the statutory adopted policies for the City and policies within the 2002 Local Plan are a material consideration where they are consistent with the NPPF.
- 3.4 From the Second Stage Deposit Plan policies B.10 (Trees and Hedgerows on Development Sites), FRP.9 (Light Pollution), FRP.10 (Noise), FRP.11 (Pollution), BE.1 (Scale, Massing and Height), BE.5 (Community Safety), BE.7 (Architectural Design), BE.21 (Safeguarding of Amenity), TR.9 (Parking Standards) and TR.31 (Road Safety) are relevant
- 3.5 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils which was submitted to the Planning Inspectorate on 20 November 2014. Policies in the submitted 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
- 3.7 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 Local Highway Authority raises no objection.
- 4.2 The Landscape Officer was consulted and has not replied within the timescale given nor requested further time.

- 4.3 The Environmental Health Officer raises no objection subject to conditions.
- 4.4 The Tree Officer raises no objection.
- 4.5 By virtue of concerns raised by neighbouring properties in relation to the originally received set of proposed plans regarding security, the Police Architectural Liaison Officer was consulted on the amended set of plans. However, they have not replied within the timescale given nor requested further time.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 The application has been publicised through the posting of a site notice and 19 neighbouring properties were consulted by letter on the original set of plans. 6 letters of representation have been received in the 21 day statutory consultation period or since. The main points raised relate to:

- This area is a designated sports ground and leisure facility and would not be suitable as a storage and repair department for machinery. *“Plant machinery entering and leaving the proposed depot would also be in strict contrast to the existing users of this entrance to Tuffley Park – parents with pushchairs and small children, dog walkers, cyclists, schoolchildren, sports club and social club members, private cars etc. I feel this would have a limiting and reducing effect on the enjoyment of the park that is currently available to its users”* (occupiers of 112 Tuffley Avenue). *“I have only recently moved into our home here. One of the attractions is how peaceful it is at the rear of our property. I enjoy taking a stroll through Tuffley Park. This proposal will ruin that with beeping reversing heavy good vehicles and a noisy work shop”* (occupiers of 118 Tuffley Avenue);
- The described “barn-like” appearance of the proposed building would not be appropriate in a suburban residential area;
- The proposed building would be *“unsightly”* (occupiers of 118 Tuffley Avenue);
- The proposed 2.1 metre high security fence would be *“an eyesore in a residential area”* (occupiers of 124 Tuffley Avenue), and would *“enclose a significant area of what is currently an open space and part of the park”* (occupiers of 112 Tuffley Avenue);
- Impact on amenity of adjoining occupiers: *“The presence of such a building and its proposed uses will have a very direct impact on my property and on several other adjoining residential properties. Given the location of the proposed development, the building of an industrial/agricultural depot, with all associated activities, will be in strict contrast to the entirely residential and social nature of the area, and can only have a negative impact on the lives of those already living there”* (occupiers of 112 Tuffley Avenue);
- Light pollution from proposed external security lighting. *“The existing light is already a problem, and has necessitated the growing of mature trees on my property in order to prevent the house from being bathed in light. Any additional lighting, and any pruning of these trees would substantially worsen the problem”* (occupiers of 112 Tuffley Avenue);
- Noise pollution by virtue of the proposed use of the site, for the storage and maintenance of large plant. *“The nature of these noises will be in addition*

and in contrast to the noises already associated with this residential and social area. All of the many and varied noises emanating from such a depot are going to be coming from directly the other side of my property boundary, and will therefore be only a short distance away from my house. During the summer months, the impact of such noise pollution will be particularly detrimental, for obvious reasons, and will extend from early morning well in to the evening (and past the bedtime of my small children)” (occupiers of 112 Tuffley Avenue);

- Concern raised about the proposed operational hours. *“In the future this could easily change to early mornings and late evenings. Again this is not acceptable for a residential community*” (occupiers of 118 Tuffley Avenue)
- Air pollution;
- Concern raised that there would be scope to easily change the use of the building in the future;
- The proposal would encourage crime, theft and vandalism – Neighbouring properties have advised that, over the years, the Club has been burgled as well as some dwellings nearby, with access to their properties provided from Winget. *“We already have noisy and troublesome gatherings there late at night and I am seriously concerned that giving even more reasons for theft by storing maintained plant will add to this problem. I certainly would feel less safe”* (adjoining occupier, address not specified on letter of representation). Concern raised from occupiers of no. 110 Tuffley Avenue that a burglar may decide to approach the facility from the rear via their garden.
- Road safety concerns re vehicular trips between the application site and Robinswood Hill – traffic is already badly congested with vehicles parked on both sides of Tuffley Avenue, and this is a main road for two local schools with many parents taking and collecting their children to and from school. The extra traffic caused by the comings and goings of slow moving and bulky “plant” and heavy machinery would only add to the problem, not only on Tuffley Avenue, but also on Stroud Road, St Barnabas Roundabout, and Reservoir Road – request to assess accident statistics for the St Barnabas roundabout. *“We have so many problems gaining access to and from our properties during the school run and the prospect of heavy vehicles also using Tuffley Park is unthinkable”* (occupiers of 137 Tuffley Avenue);
- Road safety concerns re the vehicular access to the application site by virtue of the number of vehicles which are parked on either side of Tuffley Avenue at most times of the day, which makes it difficult to see safely in both directions and which makes it difficult for large or towing vehicles to turn in or out of the gate. *“The Avenue seems to be used as a “rat run” by some who do not always obey the speed limit. We fear that “plant” moving could add to these dangers”* (occupiers of 110 Tuffley Avenue);
- Road safety concerns re the single track driveway which leads into the Club car park – *“Despite the traffic calming humps, many drivers do not approach with caution and an accident could occur here as well as at the entrance”* (occupiers of 110 Tuffley Avenue);
- Loss of space for car parking resulting in a spill out of cars onto Tuffley Avenue: *“The club car park is not big enough now given the number of sporting and social events in all seasons of the year and vehicles spill out to park on the Avenue. The area is much used by dog walkers – without exaggeration some 30/40 each day – who bring their pets by car as well as on*

foot and parents collecting children from nearby schools also use the car park. Large vehicles make deliveries to the Club and need room to turn around and it is used as a turning point for other vans and lorries” (occupiers of 110 Tuffley Avenue);

- “The turning circle is inadequate for entry and egress” (occupiers of 118 Tuffley Avenue);
- The access for delivery vehicles to the Wingate Bowls Club and to The Wagon Works Social Club would be severely restricted if the proposed security fencing would be constructed as planned in front of the two buildings;
- Plans for the rangers to cycle between Robinswood and Tuffley Avenue is “ludicrous” (occupiers of 110 Tuffley Avenue) – safety concerns, and query raised by occupiers of 110 Tuffley Avenue about sanitation and litter disposal measures, which are not shown on the plans: “*Will the rangers and/or repairers cycle elsewhere for tea and lunch breaks etc?*”. Further concern raised that bikes on the premises would “*attract more potential theft*” (occupiers of 118 Tuffley Avenue);
- The proposed fencing would block access to two existing pedestrian entrances from the Winget Social Club car park to the rear gardens of nos. 112 Tuffley Avenue and one which appears to lead to the rear garden of no. 116 Tuffley Avenue;
- Devaluing of neighbouring properties;
- Query raised from occupiers of 124 Tuffley Avenue – How would maintenance be carried out on site, if the only supplied services would be electric (no toilets or waste disposal)?
- Query raised from occupiers of 124 Tuffley Avenue – “*Does the above planning application also include the removal of the unsightly rusty 40ft container which has been sitting next to our boundary for the last.... years? (Or are containers not covered by planning applications?)*”;
- Request to look at alternative sites for the proposed plant store, as the need is clearly elsewhere. Alternative sites suggested by adjoining occupiers include Robinswood Hill, the grounds of the Crypt School, Stroud Road by the Railway Bridge, or on the abandoned allotments, or next to the railway line where the old railway siding used to run.

5.2 21 neighbouring properties were also consulted by letter on the amended set of plans. No letters of representation have been received in the 14 day statutory consultation period or since.

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 It is considered that the main issues with regards to this application are as follows:

6.2 Impact on Character and Appearance of Area and Street Scene:

Adjoining occupiers have requested that alternative sites are used for the proposed servicing and storage of plant and equipment used by the City Council Countryside Unit, and have suggested a number of alternative sites. However, the application proposes the development at Winget Bowls Club, and therefore the planning merits of the proposal must be assessed as set out in planning policies, law and guidance. Nevertheless the applicant has advised that the site at Winget Bowls Club was chosen by virtue of its proximity to Robinswood Hill, and because it would bring back in to use the garage block that was used previously by the grounds maintenance staff.

The external alterations to the existing building would be minor in nature, and the proposed building would be similar in scale and form to the existing garages on site.

A large part of the site is currently used for vehicular parking, and the remainder is occupied by non-residential buildings. In the context of the existing site, which is large in size, and taking into consideration its existing use, it is considered that the proposed development would be of materials, scale, massing and height which would sit comfortably with the height of existing adjacent buildings and the surrounding built environment.

The proposed buildings would be erected towards the northern and eastern sides of the site, which back onto existing boundary treatment, as opposed to the open western boundary of the site which backs onto Tuffley Park. This open western boundary of the application site would therefore be unaffected by the proposed development. By virtue of the location of the proposed security fencing and the proposed building, in close proximity to existing boundary treatment, it is judged that these would appear unobtrusive.

The application site predominantly lies adjacent to areas of open space. The existing grassed area towards the western side of the site is relatively small in size, and it is therefore judged that the proposed provision of self-binding gravel surface over this grassed section would not unreasonably detract from the character and appearance of the area.

6.3 Impact on Residential Amenity:

The existing garages on site would not be extended. The proposed external alterations to this building are not judged to unreasonably affect the amenity of adjoining occupiers.

The proposed single storey building would be designed with a north-facing mono-pitch roof, measuring 3.1 metres in height on its rear elevation and 5.2 metres in height on its front elevation, and would sit 0.5 metres from the northern site boundary, which is shared with the rear garden area of no. 112 Tuffley Avenue. No fenestration is proposed for installation on the flank walls on the rear or eastern side elevation.

The proposed building would largely be screened from view when stood within the curtilage of adjoining residential properties by virtue of the existing

boundary treatment (in the form of close boarded fencing some 1.8 metres high with dense and mature trees behind this along the northern boundary, and in the form of the existing garages and a brick wall some 2 metres high along the eastern side boundary). As such, it is judged that there would be no significant detrimental impact on adjoining occupiers in terms of overshadowing or overbearing impact, or in terms of overlooking or loss of privacy.

Adjoining occupiers have raised concern that the proposed use of the site would result in noise disturbances. The use of the site is currently non-residential, and there is therefore already some impact on adjoining occupiers of residential properties in terms of noise disturbance, in terms of the comings and goings of vehicles, and in terms of light pollution by virtue of the existing lighting on site which is attached to the existing building at an elevated level.

The applicant has confirmed that the site would predominantly be used for storage purposes, and that that the vehicles and plant which are used daily would continue to be stored at the Countryside Unit on Robinswood Hill, thereby lessening the number of vehicular movements. It has further been confirmed that very little servicing would be undertaken at the application site (e.g. a tyre may be replaced on site), as servicing of vehicles and plant would predominantly be done at the Ranger Centre. The Environmental Health Officer raises no objection to the proposed use of the site, subject to the addition of conditions to any approval of planning permission restricting the hours of operation and maintenance of all plant and machinery on the premises and restricting the hours of operation for the carrying out of processes and for the deliveries of plant/machinery to/from the site. It is further recommended that a condition be attached to any approval of planning permission for all servicing works to take place internally within the existing garages or within the building proposed under this planning application. Subject to these conditions being attached to any approval of planning permission, it is considered that the development would not generate levels of noise which, in this location, would be unacceptable either in volume or duration.

The applicant has confirmed that security lighting (LED spotlights) would be installed on the buildings, facing onto the car park, and directed away from neighbouring dwellings. As such, I consider that there would be no significant adverse effect on adjoining occupiers in terms of light pollution. The applicant has indicated the extent of vegetation/trees which would be cut back to the boundary line and from the garage roof on drawing no. 3002/013C. When visiting the site it was clear that there is not a significant amount of overhang into the application site, and consequently the trees should not be harmed to a significant degree, thereby maintaining most of the existing screening.

6.4 Community Safety

The existing car park is currently illuminated to some extent. When visiting the site it was clear that there was existing lighting attached to the existing building on the application site, at an elevated level.

It is proposed to install security lighting (LED spotlights) on the buildings, facing onto the car park, and directed away from neighbouring dwellings. These would be set up so that they would come on when anyone enters the fenced off area, for added security. Further, the applicant has confirmed that the buildings would be alarmed.

It is judged that the proposal to erect 2.1 metre high palisade security fencing around the full extent of the existing storage building and the proposed building would increase levels of security to adjoining occupiers who back onto this part of the site. Further, by virtue of the location of the proposed security fencing, in close proximity to existing boundary treatment, and the positioning of the proposed lighting, facing away from neighbouring dwellings, it is judged that these security measures would appear unobtrusive.

6.5 Impact on Road Safety

Tuffley Avenue is a busy Class 3 highway and link road with footways and street lighting. There are no parking restrictions in the local area, and there is a local bus service that connects the area to the national rail and road network. The area has shops, schools, public houses and a variety of local amenities within walking distance.

There are plans to replace any displaced parking and to make good the existing surface within the curtilage of the application site. There would be no net loss in marked parking spaces

It is proposed to make use of the existing vehicular access to the site. As such the precedent of vehicular access has already been set. The Local Highway Authority has advised that the vehicular access to the application site gives visibility splays of from 2.4 m back from the carriageway edge for a distance exceeding the deemed to satisfy standards of 54m.

The Local Highway Authority has researched the recorded accident data and has confirmed that there is no recorded data for this location.

The current use of the site has a fluctuating vehicular movement; this is due to the current use of the site as a sports club, cricket ground, bowls club, etc. The proposal has an expected increase of up to 8 movements a day, and for the occasional maintenance of plant. The Local Highway Authority has advised that this increase would not cause a severe residual cumulative impact upon the surrounding highway network.

The Local Highway Authority has considered the likely increase in vehicle trips as a result of the proposed development and do not consider that there would be a material increase to justify and robustly defend a recommendation of refusal given the low vehicle trip generation. Therefore no highway objection is raised to this application.

Following the receipt of all letters of representation from adjoining occupiers, I forwarded the concerns regarding highway safety matters to the Local Highway Authority Officer for their comments. They have reiterated that the increase of 8 vehicular movements a day is not considered to have a severe residual cumulative impact upon the adjacent highway network.

The Local Highway Authority has confirmed that there is no recorded personal injury collision for the location.

Any vehicles associated with the proposed development would not be parking on the highway as there is sufficient parking supplied within the site curtilage. Further, the Local Highway Authority is satisfied that the turning provided within the site is adequate for the size of the proposed vehicles using the site. There is an existing passing bay on the access road within the curtilage of the site adjacent to the gated entrance which would allow vehicles to wait.

Concerns were raised from occupiers of neighbouring dwellings that the proposal for rangers to cycle between Robinswood and Tuffley Avenue would be unsafe. The Local Highway Authority has advised that there are cycle lanes and signage along the main roads (Stroud Road, Finlay Road and Cole Avenue, including the roundabout) leading from Robinswood Hill to the junction with Tuffley Avenue. Both Reservoir Road and Tuffley Avenue are residential streets that do serve through traffic but are subject to local speeds of 30mph, with footways and street lighting, which are not considered to be unsuitable for cycling.

Taking into account all of the above, it is judged that the residual cumulative impact of the proposed development on highway safety grounds would not be severe.

6.6 Impact on Trees and Hedgerows

All vegetation to the northern boundary is on adjacent land and, where appropriate, the 'Proposed Layout' (drawing no. 013C, received by the local planning authority on 10th February 2015) shows that this would be cut back to the boundary. Any vegetation growing over the existing garages would also be removed.

The City Council's Tree Officer has confirmed that these are not protected trees, and therefore the applicant would be acting within their common laws right to cut the overhanging vegetation back to the boundary line. The Tree Officer raises no objection to the proposal, advising that there is not a significant amount of overhang, so the trees should not be harmed to a significant degree.

No other existing trees or hedgerows would be affected by the proposed development.

6.7 Blocking of a Private or Public Right of Way

Letters of representation which have been received from occupiers of nos. 112 and 124 Tuffley Avenue advise that the proposed fencing would block access to two existing pedestrian entrances from the Winget Social Club car park to the rear gardens of nos. 112 Tuffley Avenue and one which appears to lead to the rear garden of no. 116 Tuffley Avenue.

Legal advice was sought on this matter. This advice confirmed that, if these entrances are only private rights of way, then any impact upon them is not relevant to the planning considerations, and the local planning authority should not take such matters into account because the private land rights do not in themselves constitute material planning considerations. It is for the respective private landowners to deal with issues relating to any future alleged obstructions to access. The legal advice stated that objectors may always instigate legal proceedings for an injunction to protect the alleged private access points from obstruction. However, this is not a material planning consideration.

In contrast, if the status of the access is a public right of way then the impact upon the public right of way is a material planning consideration. Evidence can be obtained through an investigation into the historic use of the access, and if the evidence available shows that the access has been used as a matter of right by all members of the public for a continuous period of twenty years then it is presumed to be a public right of way by prescription. This task may be undertaken by the applicant or the objectors if they so wish. They should be given the opportunity to present any evidence that they may have showing that the access is a public right of way. Evidence may include witness statements relating to use over the last twenty years.

Private rights of way may also be acquired by prescription by use as such over twenty years as of right by the landowners. The legal advice confirmed that this issue similarly can only be established by the presentation of evidence by interested parties.

All of the above points must be taken into account based on the evidence supplied by the applicant and the objectors.

The applicant has confirmed in writing that these are private accesses serving the individual residences and do not form a public right of way. The applicant further advises that, when visiting the site, it was clear that the gates had not been used for many years, with both exhibiting a degree of vegetation overgrowth, blocking any use. There is some case law that indicates that if an access has not been used for a very long time then it may be held to have been abandoned and therefore lost.

An email was also sent to occupiers of neighbouring properties who had raised concern in their letters of representation that the proposed fencing would block access to two existing pedestrian entrances from the Winget Social Club car park to the rear gardens of nos. 112 Tuffley Avenue and one which appears to lead to the rear garden of no. 116 Tuffley Avenue (emails sent to occupiers of nos. 112 and 124 Tuffley Avenue on 11th February 2015),

giving them the opportunity to present any evidence that they may have showing that the access is a private or a public right of way.

An email was received from occupiers of 112 Tuffley Avenue on 17th February 2015, confirming that the pedestrian access leading to this property from the Winget Bowls Club is a private entrance and not a public entrance. To date, no information has been received from occupiers of 124 Tuffley Avenue in response to this email.

The two existing pedestrian entrances appear to be private rights of way, by virtue of their location and the properties they serve. The details which have been submitted from the applicant and from occupiers of the neighbouring property support this, and it is considered that sufficient information has been provided to verify that the two existing pedestrian entrances form private rights of way. As such, taking into account the legal advice which was given, any impact upon them is not relevant to the planning considerations, and the local planning authority should not take such matters into account because the private land rights do not in themselves constitute material planning considerations.

6.8 Other matters raised in letters of representation:

There is an existing storage container to the south of the existing garages on the application site, which, adjoining occupiers have advised, has been in this location for a number of years. Adjoining occupiers have been advised that, if the storage container has been located here for a continuous period of 4 years, this would then become immune from enforcement action and would become lawful in terms of planning. Neighbours have advised that it is likely that this container has been in this location for more than 4 years, although this has not been proven.

The existing storage container is similar in height to the existing garages on site, and is not judged to have any significant adverse effect on adjoining occupiers in terms of overshadowing or overbearing impact. However, the applicant has confirmed that this storage container would not be retained on site and that arrangements would be made to remove it. The applicant is advised that, once an alternative location has been found for the existing storage container, they should seek pre-application advice from the planning department, to determine if planning permission would be required for this relocation.

Concern has also been raised from adjoining occupiers that there would be scope to change the use of the building in the future. The application can only be determined in accordance with the current proposals, as any future proposals cannot be forecast. Any proposals to change the use of the building at a later date would need to be assessed under the Town and Country Planning (Use Classes) (Amendment) (England) Order 2010 in order to determine if planning permission would be required.

In terms of the other concern raised by adjoining occupiers that the proposed development would result in the devaluing of neighbouring properties, this does not constitute a material planning consideration, and is not directly covered by planning legislation, policies or guidance. Consequently, this can hold no weight in the determination of this planning application.

The applicant has confirmed that no bins or toilet facilities would be provided within the site, as this would predominantly be used for storage purposes. The rangers would make use of facilities on Robinswood Hill.

7.0 CONCLUSION

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.

7.2 Taking into account all of the above, it is concluded that the proposed development would comply with policies B.10, FRP.9, FRP.10, FRP.11, BE.1, BE.5, BE.7, BE.21, TR.9 and TR.31 of the Second Deposit City of Gloucester Local Plan (2002) and the principles of the NPPF. Consequently, it is recommended that planning permission is granted subject to conditions.

7.3 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.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

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

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.

2. The development hereby permitted shall be carried out in accordance with the following details:

- Approved drawing nos. '3002/014' and '3002/015' received by the local planning authority on 23rd December 2014;
- Photograph showing the design of the proposed palisade fencing received by the local planning authority on 6th January 2015;

- Details within the email from the applicant entitled “*RE: Winget Bowls Club, Tuffley Avenue, Gloucester (planning application reference 14/01484/FUL)*.” received by the local planning authority on 28th January 2015;
- Approved drawing no. ‘3002/013C’ received by the local planning authority on 10th February 2015;
- Details within the three emails from the applicant entitled “*RE: Winget Bowls Club, Tuffley Avenue (planning application reference 14/01484/FUL)*” received by the local planning authority on 10th February 2015;
- Details within the three emails from the applicant entitled “*RE: Winget Bowls Club, Tuffley Avenue (planning application reference 14/01484/FUL)*” received by the local planning authority on 12th February 2015; and
- Any other conditions attached to this permission.

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

3. No Plant or machinery, including maintenance thereof, shall be operated on the premises outside the following times: Monday-Friday 8.00am-6.00pm, Saturday 9.00am-1.00pm, 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).

4. No process shall be carried out and no deliveries of plant/machinery shall be taken at or despatched from the site outside the following times: Monday-Friday 8.00 am-8.00pm, Saturday - Sunday 9.00 am-7.00pm, 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).

5. No materials or substances shall be burnt within the application site.

Reason: To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

6. All servicing and maintenance of vehicles and plant within the proposed development site shall take place internally, within the existing garages or within the single storey building hereby permitted.

Reason: To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Notes

1. Adjoining property rights

This permission does not imply any rights of entry to any adjoining property nor does it imply that the development may extend into or project over or under any adjoining boundary.

2. Building Regulations

Your attention is drawn to the requirements of the Building Regulations, which must be obtained as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 01452 396771 for further information.

3. Party Wall Act 1996

Your attention is drawn to the Party Wall Act 1996. The Act will apply where work is to be carried out on the following:

- Work on an existing wall or structure shared with another property
- Building a free standing wall or a wall of a building up to or astride the boundary with a neighbouring property
- Excavating near a neighbouring building.

The legal requirements of this Act lies with the building/site owner, they must find out whether the works subject of this planning permission falls within the terms of the Party Wall Act. There are no requirements or duty on the part of the local authority in such matters. Further information can be obtained from the DETR publication *The Party Wall Act 1996 - explanatory booklet*. Copies are available from the Herbert Warehouse Reception, The Docks, Gloucester.

4. Relocation of Existing Storage Container

Once an alternative location has been found for the existing storage container, as required by condition 2 of this permission and as confirmed within the email from the applicant entitled "*RE: Winget Bowls Club, Tuffley Avenue, Gloucester (planning application reference 14/01484/FUL)*." received by the local planning authority on 28th January 2015, the applicant is advised that they should seek pre-application advice from the planning department, to determine if planning permission would be required for this relocation.

Decision:

Notes:

.....

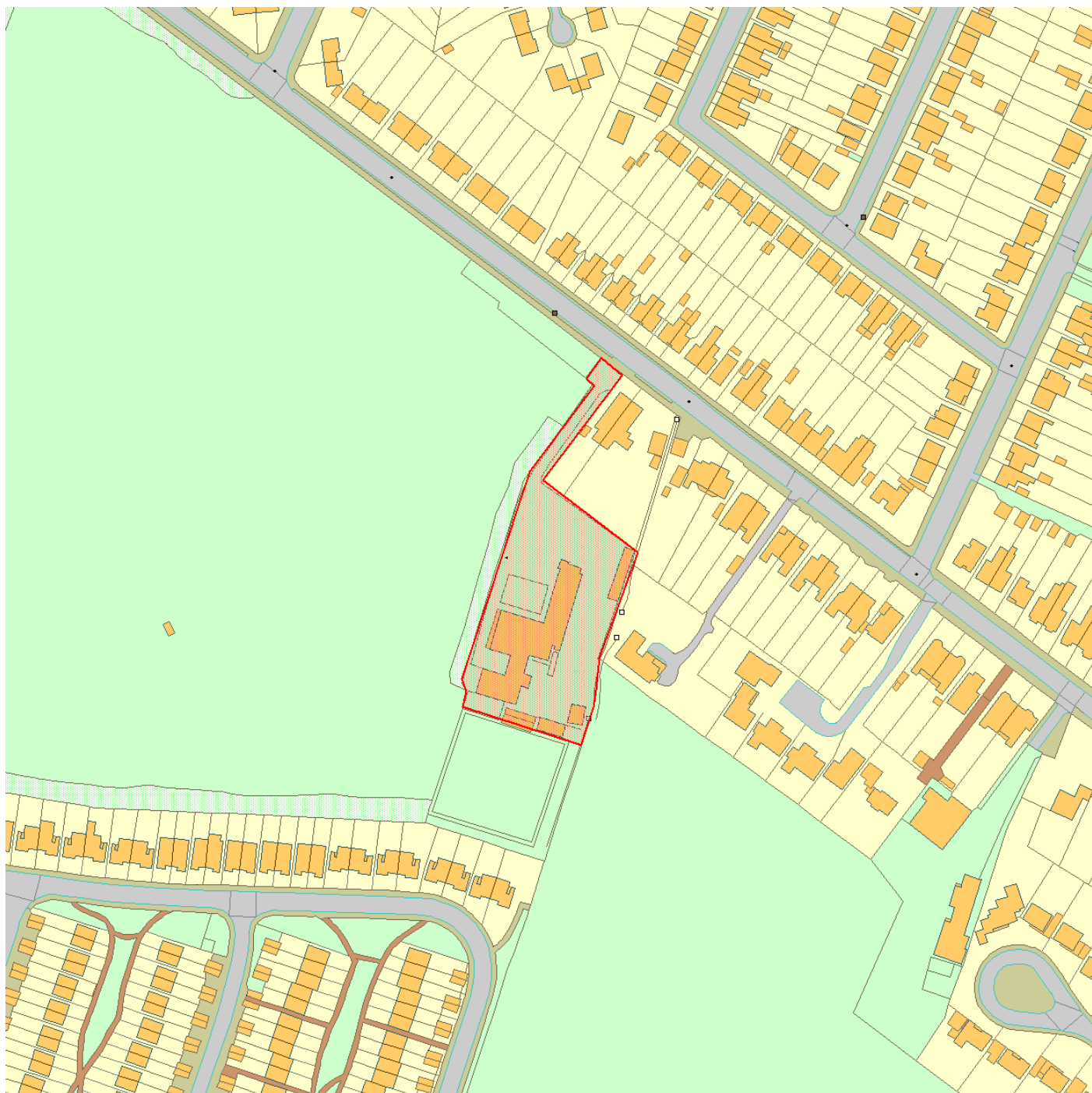
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Person to contact: Emma Blackwood
(Tel: 01452 396732)

14/01484/FUL

Winget Bowls Club
Tuffley Avenue
Gloucester
GL1 5NS

Planning Committee 03.03.2015



Dear Emma Blackwood

I have tried to access GCC Planning portal numerous times to find this application but the site appears to be down as error messages pop up despite trying to access it from different computers. Could you please notify me when this is working properly or alternatively send me the details of the proposals.

Tuffley Avenue is predominantly a residential area not an industrial area. This development is industrial. For all intents and purposes it is a maintenance garage for industrial machinery with storage facilities. The working environment will be extremely noisy. The horrific building will be unsightly. There will be added air pollution and light pollution. This will be a magnet for theft and vandalism.

There is a lack of thought and design gone into this. Tuffley park is a lovely park with a social club not a commercial development. Ugly high 2.1m palisade fencing does not belong in such an environment however it is sugar coated / coated in black paint! It will look awful. Has a landscape architect even been consulted on this?

The access road is not fit for regular commercial vehicles. The turning circle is inadequate for entry and egress from the site. The visibility splays from this access is terrible and therefore the risk to pedestrians and motorists will increase considerably with this frequent traffic. There is also a lack of room on the access road for visitors in their car passing these commercial vehicles. It is a dangerous set up with potential risk. The access road is not fit for purpose for this industrial unit.

I have only recently moved into our home here. One of the attractions is how peaceful it is at the rear of our property. I enjoy taking a stroll through Tuffley Park. This proposal will ruin that with beeping reversing heavy good vehicles and a noisy work shop, not to mention it will likely devalue properties within the vicinity.

The cycle element of the plan isn't sustainable. Let's be honest, that is a hopeful plan which will not last. If anything, it will increase the curiosity of a criminals where the building would attract more potential theft. Bike theft is higher than ever, and this magnet for criminals would likely spread to us residents who live around it.

I am also concerned with the proposed operational hours. In the future this could easily change to early mornings and late evenings. Again this is not acceptable for a residential community. In addition there will be scope to easily change the building use in the future which makes me nervous.

The parking capacity is currently insufficient for the users of the park and the club. It is known that parked cars spill into Tuffley Avenue at busy times. The development will only make matters worse, especially with two rugby clubs just metres up the road from it as well as the local schools.

If the main use of this site is for Robinswood hill then surely it should be sited at Robinswood hill. I would like to be informed of the real reason why it isn't, as it cannot be due to limitations on space? Something tells me it is instead because it may hinder the natural beauty of the country park, scaring the landscape and proving unpopular noisy hindrance to visitors and residents there. So why should the families, residents and users of Tuffley Park/Avenue suffer instead?

I request you seek an alternate location.

Yours sincerely

Gareth & Karina Jones

Dear Emma Blackwood

We write to object to the proposed plan to erect a building on part of the car park of the Winget Sports and Social Club. We live at [REDACTED] immediately adjacent to the entrance gate and drive of the Club and playing field, with our garden backing on to the car park.

- This area is a designated sports ground and leisure facility and so is not suitable as a storage and repair department for machinery. The proposed building is described as barn-like in appearance which is hardly appropriate in a suburban residential area.
- The club car park is not big enough now given the number of sporting and social events in all seasons of the year and vehicles spill out to park on the Avenue. The area is much used also by dog walkers - without exaggeration some 30/40 each day - who bring their pets by car as well as on foot and parents collecting children from nearby schools also use the car park. Large vehicles make deliveries to the Club and need room to turn around and it is used a turning point for other vans and lorries.
- We have been concerned for a while about dangers near the entrance to the sports ground and are intending to write to the Road Safety Partnership on this matter. There are vehicles parked on either side of the Avenue at most times of the day including two 7/8 seater taxis just outside the entrance which make it difficult to see safely in both directions and for large or towing vehicles, difficult to turn in or out of the gate. The Avenue seems to be used as a “rat run” by some who do not always obey the speed limit. We fear that “plant” moving could add to these dangers.
- The driveway to the Club is single track and leads into the car park “blind”. Despite the traffic calming humps, many drivers do not approach with caution and an accident could occur here as well as at the entrance.
- Over the years the Club has been burgled as well as some houses nearby so a new building containing machinery and tools could act as a magnet for burglars. We note the plan for security lighting but no alarm is mentioned. We have erected a fence around our property but on a couple of occasions when a football has come into the garden, rather than ask to retrieve it young men have vaulted our fence and clambered out again. Could it be that some determined burglar might decide to approach the facility from the rear via our garden - it is a worrying thought.
- There is nothing in the plans about sanitation or litter disposal. Will the rangers and/or repairers cycle elsewhere for tea and lunch breaks etc.? The cycling aspect in the plan is ludicrous!

It seems to us that this plan requires much more thought and consideration than is shown in the application. The building will not enhance the area and could cause considerable disruption.

Yours sincerely
Brian and Bridget Cullis

I write to protest and object to the above planning application following the notice I have received and my subsequent examination of these plans.

First, I am somewhat at a loss as to understand why this is planned to be situated where it is when the need is clearly elsewhere. I assume you have tried to find somewhere near to where this will be required and failed however placing it where you suggest it certainly not helpful for those of us who live in Tuffley Avenue.

I have lived here for 14 years and have had three break in in that time, most recently 18 months ago when my house was burgled whilst I was at home asleep. In all cases the access from Winget played a part. We already have noisy and troublesome gatherings there late at night and I am seriously concerned that giving even more reasons for theft by storing maintained plant will add to this problem. I certainly would feel less safe.

From what I can see, mine would be one of the properties most affected by any security fence which worries me.

Clearly, what is a residential area with the related traffic, would be affected by the to-ing and fro-ing of heavier machinery on the road. This is a main road for two local schools with many parents taking and collecting their children to and from school. There are enough problems in terms of safety and I would be seriously concerned for any additional traffic of this nature.

I strongly object and ask that further consideration be given to situating this nearer to the place where it is required in a suitable place which does not inconvenience those who live near Robinswood Hill.

Yours Faithfully,

Irene T Fritchie

Dear Emma Blackwood,

We refer to your letter regarding the above which we received on 14th January. Unfortunately we have been away and therefore have not replied until now.

We have a great deal of concern regarding the proposed planning application and due to the limited time given to reply we have not been able to gain all the facts we would like. We tried to access the website as recommended to establish where the proposed building would be sited but, the map service was unavailable. We have spoken to other residents this weekend to try and find out more information and was shown a plan of the proposed development. We must say that we feel that this sort of information should be sent to people who are going to be affected much earlier to allow for circumstances like ours. It is very little time to establish facts when one has been on holiday.

We have so many problems here with traffic in general and also the amount of people who use Tuffley Park. It is wonderful to have this lovely open space where lots of people walk and play sport and we are in complete agreement with this. Unfortunately this also brings problems with increased traffic which we as residents have to live with. However, it would appear that there will be loss of space for car parking which will create a huge problem. Whenever there are sports events, which is quite often, and parties and events at the social club, which again is quite often, the spill out of cars on our road is dreadful. We have been understanding and patient as residents but, this proposal is too much. This is a huge urban area with a massive amount of traffic due partly to the local schools, in particular Ribston Hall which creates absolute chaos for us. Buses parked in Tuffley Avenue, parents parking in Tuffley Avenue and Tuffley Park we might add. We have so many problems gaining access to and from our properties during the school run and the prospect of heavy vehicles also using Tuffley Park is unthinkable.

The most important fact is the danger of access in and out of Tuffley Park and the unsuitability of adding agricultural vehicles to this problem. Agricultural and urban do not marry and there must be a more suitable site in Gloucester for this proposal. The fact that the existing site is apparently Robinswood Hill and it is intended to relocate to Tuffley Avenue, a residential area, is unthinkable.

We would have liked to have had a lot more time to establish the full facts and studied the information and plans in full but, this has been denied to us due to circumstances. However, we do hope you will take our concerns most seriously and review your procedure of informing residents of such matters. This is important to us, this is our home.

Trevor and Jacky Bace

FAO: Emma Blackwood

Dear Ms Blackwood

Re: your letter of 12th January 2015 regarding Planning Application 14/01484/FUL

As the owner and occupant of Tuffley Ave, the proposed development in the Winget Social Club car park will affect us significantly. After viewing the application, considering the impact on us and our family and the wider area, and discussing the matter with other affected residents, my wife and I feel that we must object to the proposals.

The presence of 'large plant' on the roads of the area would be to the general and on going detriment of the local traffic conditions. Given that traffic on Tuffley Ave, Stroud Rd, Reservoir Rd and St Barnabas Roundabout is already heavy and mixed (especially at rush hour and school run times), with significant pedestrian and cycle traffic, the addition of slow moving and bulky vehicles is simply going to make the situation worse. The traffic conditions on Tuffley Ave in particular are already problematic, with cars parking on both sides and the road frequently being reduced to effective single lane usage.

Plant machinery entering and leaving the proposed depot would also be in strict contrast to the existing users of this entrance to Tuffley Park - parents with pushchairs and small children, dog walkers, cyclists, schoolchildren, sports club and social club members, private cars etc. I feel this would have a limiting and reducing effect on the enjoyment of the park that is currently available to its users, as would the proposed fencing, which would be an eyesore (7ft high with a triple spike) and would enclose a significant area of what is currently an open space and part of the park.

The presence of such a building and its proposed uses will have a very direct impact on my property and on several other adjoining residential properties. Given the location of the proposed development, the building of an industrial/agricultural depot, with all associated activities, will be in strict contrast to the entirely residential and social nature of the area, and can only have a negative impact on the lives of those already living there.

Light pollution. The necessary security lighting will add significantly to the existing light on the site. The existing light is already a problem, and has necessitated the growing of mature trees on my property in order to prevent the house from being bathed in light. Any additional lighting, and any pruning of these trees would substantially worsen the problem.

Noise pollution. All of the activities associated with a depot for the storage and maintenance of large plant will produce noise. The nature of these noises will be in addition and in contrast to the noises already associated with this residential and social area. All of the many and varied noises emanating from such a depot are going to be coming from directly the other side of my property boundary, and will therefore be only a short distance away from my house.

During the summer months, the impact of such noise pollution will be particularly detrimental, for obvious reasons, and will extend from early morning well in to the evening (and past the bedtime of my small children).

Loss of access. There exists a pedestrian entrance to my property from the Winget Social Club car park. The proposed development would block this entrance.

In all, I feel that this proposal is not viable or appropriate, and would create problems where none exist. I feel certain that there are more suitable sites for such a facility. Would it not be possible and more desirable in every way for such a facility to be constructed in Robinswood Park?

Yours sincerely

William Gaylor

From: SUSAN BEADLE [<mailto:> [REDACTED]]
Sent: 29 January 2015 07:33
To: Emma Blackwood
Cc: Pete Egan
Subject: Fw: planning application 14/01484/FUL

Subject: planning application 14/01484/FUL

Copy of planned objection to planning application
I have tried to send to the council
(currently unable to email as their website is down!)
please make sure it gets listed as an objection

Dear Sir/Madam

Re: your letter dated 12th January 2015
about Planning Application 14/01484/FUL
in the car park at GL1 5NS
we object on the following grounds

1) Putting up a 7ft (2.1Metre) security fence
is firstly an eyesore in a residential area and
secondly, will attract undesirables who may try to break in, and
remove proposed items being stored in the open!

The proposed siting is already an area where petty criminals/druggies
often frequent during the dark hours of midnight >3am,
due to the easy escape route across the adjacent Old Boys Rugby Field
if they are disturbed.

2) Access to Tuffley Avenue

Tuffley Avenue is a Residential Area,

yet you are planning to put up an industrial building where Heavy plant will be maintained & Driven?

Traffic is already badly congested with vehicles parked on both sides of the Avenue.

The Extra traffic caused by the comings & goings of slow moving "Plant" will only add to the problem,

not only on Tuffley Avenue but also on Stroud Road, St Barnabas Roundabout, & Reservoir Road.

The Idea of a bicycle being supplied to commute between Robinswood & Tuffley Avenue

is Madness .Negotiating Robinswood Roundabout in a car is bad enough,have you tried it on a bicycle?

Suggest you look at the accident statistics for that junction.

3)Health & Safety

No services apart from electric are being supplied

No toilets or waste disposal, yet maintenance will be carried out on site?

4)Light pollution

Extra external security lighting is mentioned .

The reason why the residents have grown the mature trees is to reduce the amount of existing light

entering their bedrooms yet the plans are to cut down/prune the trees & add to the light pollution?

5) The planned Security fence will block existing access to two garden entrances

6) Restricted access due to security fence

The access for delivery vehicles to The Wingate Bowls Club & to The Wagon Works Social Club

will be severely restricted if the Security fence is constructed as planned in front of the two buildings

To sum up

I would suggest that this is a poorly thought out plan with little consideration to the local residential area.

Surely it would be better to put this proposed building or indeed a larger industrial Secure building closer to,

or in the grounds of Robinswood hill & that the gates are upgraded to improve security at the entrance to the hill?

Yours sincerely

Peter & Sue Beadle

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GLOUCESTER CITY COUNCIL

COMMITTEE : **PLANNING**

DATE : **3RD MARCH 2015**

ADDRESS/LOCATION : **IMPERIAL GATE BUSINESS PARK,
CORINIUM AVENUE, GLOUCESTER**

APPLICATION NO. & WARD : **14/01163/FUL**

EXPIRY DATE : **4th FEBRUARY 2015**

APPLICANT : **ROBERT HITCHINS LTD**

PROPOSAL : **PARTIAL DEMOLITION, ALTERATION,
EXTENSION AND REFURBISHMENT OF
EXISTING BUILDINGS B & C. ERECTION
OF A NEW OFFICE BUILDING AND
ASSOCIATED CAR PARK AND
LANDSCAPING. ALTERATIONS TO
EXISTING ACCESS, SERVICE ROAD AND
PARKING AREAS.**

REPORT BY : **JOANN MENEAUD**

NO. OF APPENDICES/ : **1. SITE LOCATION PLAN**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 This application relates to existing commercial land at Imperial Gate Business Park, located off Corinium Avenue between Barnwood Point and the Unilever site. Specifically the application relates to Buildings B and C and an area of adjoining grassed land between the buildings and the large Unilever refrigerated building. Historically the site has been known as the Atchinson Topeka site and the buildings as Topeka House and The Bureau.
- 1.2 The application proposes two elements: firstly, works to buildings B and C including some minor demolition, extension and general refurbishment including re-cladding and secondly the erection of a new four storey office building.

2.0 RELEVANT PLANNING HISTORY

- 2.1 Permission has previously been granted for the erection of a new three storey office block on this site in 2005. (reference 03/00522/FUL)

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 2002 Local Plan remain therefore a material consideration where they are consistent with the National Planning Policy Framework.
- 3.4 Relevant policies in the Second Deposit Local Plan 2002 are:

FRP.6 Surface Water Run Off – Requires that new developments deal appropriately with surface water.

FRP.10 – Noise – States that development likely to generate noise which, in its location, is unacceptable either in volume, or duration will not be permitted.

BE.1 – Scale, Massing and Height – Proposed development should be of materials, scale, massing and height which sits comfortably with the height of adjacent buildings and the surrounding built environment.

BE.6 – Access for all - City Council seek to ensure that the needs of people with disabilities are adequately catered for in new developments

BE.7 Architectural Design – Sets design criteria for new developments.

BE.9 Design Criteria for Large Commercial Development – Sets criteria for ensure a high standard of design for new development.

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.

TR.1 Travel Plans and Planning Applications – Major commercial, service and educational proposals and developments that would generate a material increase in traffic will require the submission of a Travel Plan.

TR.9 Parking Standards – Appendix 4 of Local Plan

TR.12 - Cycle Parking Standards – Requires that secure covered cycle parking will be provided within the development in accordance with the Council's standards.

TR31 Highway Safety – Seeks to ensure that new developments deal satisfactorily with road safety issues

E.4 - Protecting Employment land – Planning permission will not be granted for any development that involves the loss of employment land unless the land has limited potential for employment and the developer is able to demonstrate that an alternative use, or mix of uses offers greater potential benefit to the community.

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 was submitted to the Planning Inspectorate on 20th November 2014. Policies in the Joint Core Strategy submission document 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

3.7 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 PUBLICITY AND REPRESENTATIONS

4.1 The application has been advertised with a press notice and site notice and individual letters sent to neighbouring businesses. No letters of representation have been received.

4.2 The full content of all correspondence on this application can be inspected online via the Councils website or at the reception, Herbert Warehouse, The Docks, Gloucester, prior to the Committee meeting.

5.0 CONSULTATIONS

- 5.1 City Archaeology Officer - This site has been subject to an archaeological desk-based assessment and field evaluation. The evaluation identified no archaeological remains and demonstrated that the site has been substantially disturbed. I am therefore content that significant archaeological remains are very unlikely to be damaged or disturbed by the proposed development. As such I advise no condition is required with regard to archaeology.
- 5.2 City Drainage Officer - The general principles of the surface water drainage are acceptable however a fully detailed system should be required by condition.
- 5.3 Urban Design Officer – States that the overall scale of the new building is acceptable and the uplift of the area will be noticeable when the new cladding is applied. Raises some questions regarding future maintenance and window reveals.
- 5.4 Highway Authority – Comments are awaited.

6.0 OFFICER OPINION

- 6.1 The main issues for consideration with this application relate to the scale, design and appearance of the new and re-furbished buildings, the likely traffic generation arising from the proposal, the provision of parking and drainage.

Scale, Design and Appearance

- 6.2 The buildings B and C are very much a product of their time and now have a very dated appearance. Constructed of brick and concrete with coloured panels and rows of windows of uniform design within each elevation, their design is very boxy with a linear appearance and horizontal emphasis. The roofs are flat with a prominent rooftop plant room and water tanks.
- 6.3 The application proposes to reclad the buildings using both a rain screen cladding system and insulated render, the installation of new windows and brise soleil shading systems, the replacement and redefining of the existing entrance block, the erection of a new external staircase, the introduction of new glazing to the entrance and the recladding of the plant room.
- 6.4 In principle I consider that the proposed works are to be welcomed. They will transform the appearance of the building resulting in a modern and contemporary appearance and a significant improvement and updating of the site when viewed from adjoining buildings, and particularly from Corinium Avenue. Samples of all new materials have been requested and should be available for viewing at committee.

- 6.5 The new building is to be located on an existing grassed area located between Building C and the Unilever storage building and adjacent to an existing car park area. The proposed building is L shaped with the main elevation and entrance fronting Corinium Avenue. The building would provide, at ground floor level an undercroft area for parking as well as cycle storage, bins, services, shower areas, stairs and lifts. Above the undercroft there would be three floors of office accommodation and a plant area above. The main element of the building would be 17 metres in height rising to just under 20 metres at the highest point over the plant area. Internally the building would provide approximately 4000sqm of floor area. The proposed materials will reflect those proposed for the refurbishment of the adjoining buildings to give a cohesive appearance across the site.
- 6.6 In addition to the parking proposed within the undercroft area, new parking would be provided around the new building both adjacent to the existing car park and adjacent to the perimeter fence along the boundary with the footpath/cycleway that runs parallel with Corinium Avenue. Additional works are proposed to the access off the service road and into the current parking area around Building B, together with a re-configuration of the wider parking areas. The proposal results in the provision of an additional 105 spaces as detailed on the current plans, together with additional secure cycle storage both free standing and within the undercroft area.
- 6.7 To put the scale of the new building in context, the highest part of the neighbouring buildings B and C is just under 16 metres in height and Unilever just under 30 metres in height. The smaller two storey element at the front of the Unilever building is about 14 metres in height. I consider that the scale and design of the new building is totally acceptable when assessed in the context of the adjoining buildings and that the building would sit comfortably in this location.

Parking and Access

- 6.8 The site is accessed directly off Corinium Avenue with an access that is shared with the buildings at Barnwood Point and can only be accessed from the eastbound carriageway from Walls roundabout. The Unilever site has a separate access further east along Corinium Avenue. Within the site itself service roads run around the perimeter of the application site.
- 6.9 The supporting information states that the new building is likely to generate 632 vehicle movements per day with the peak hours of 8am to 9am comprising 87 vehicles and 5pm to 6pm comprising 75 vehicles. The daily movements represent a 2.1% increase in the traffic using Corinium Avenue which in 2013 was just under 30,000 vehicles per day.
- 6.10 Issues relating to the level of parking required, the potential impact of the additional traffic upon the local highway network and the requirement for a travel plan are currently being discussed with the Highway Authority and the applicant and Members will be updated at the meeting.

Drainage

- 6.11 The site for the new building comprises an existing grassed area. The erection of the new building and construction of additional parking results in the complete loss of the grassed area and an increased area of hard standing. The new building would also be sited on top of the existing storm water pipe system which it is proposed would be diverted around the new footprint.
- 6.12 The Drainage Engineer has discussed the details of the required drainage with the applicant to ensure that surface water run off from the site is dealt with via an appropriate system. The general principles of the proposed system are that surface water run off would be discharged via gullies and permeable paving, which would be directed to an attenuation tank and chamber that would control the flow and rate of discharge to the adopted surface water sewer. The attenuation is designed to provide for the 1 in 100 year event plus 30% for climate change. Overall the proposals are acceptable in principle although a condition is proposed to require the submission of the fully detailed system.

Other issues

- 6.13 The site has been subject to an archaeological field evaluation which demonstrated that the site had been subject to previous disturbance and no archaeological remains were found. Therefore no further archaeological work is required.
- 6.14 The site has also been subject to an ecological assessment which concludes that the mown grassed area, small trees and planted shrub areas have little ecological benefit. New planting is proposed and a condition requiring full landscaping details is proposed.
- 6.15 Given the location of the site within a well established industrial/commercial area the proposal should not give rise to any impacts upon amenity of adjoining properties. In this respect I do not consider that conditions restricting hours of operation or hours of delivery are necessary in this location. A construction management plan to deal with issues such as wheel washing and parking for contractors will be required by condition.

Conclusions

- 6.16 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where 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.
- 6.17 Whilst not formally allocated within the 2002 Plan, the site lies within an existing commercial area located off Corinium Avenue. The scale and size of the new building is considered acceptable and will bring new employment opportunities into the area. The proposals to refurbish the existing buildings will have a positive impact on their appearance from both within the site and from the wider area. In this respect the proposal complies with the principles within the National Planning Policy Framework which seek to promote

economic growth, to accommodate the needs of business and encourage environmental enhancements. Other issues relating to drainage, impact upon neighbouring uses, archaeology and ecology are all considered acceptable although some further details will be required by condition.

- 6.18 Matters relating to the impact of the additional traffic generated by the proposal and the provision of sufficient parking to serve the development are still being discussed with the Highway Authority but these should be resolved shortly and Members will be updated at the meeting.

Human Rights

- 6.19 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 and use land and buildings in accordance with planning permission and the rights under Article 8 of adjacent occupiers. The issues raised by neighbours have been carefully considered and together with the measures required by and restricted by the conditions to be attached to the permission, the decision to grant permission is considered to be an acceptable balance between the presumption in favour of development and restricting the visual presence of the pole upon surrounding properties.

6.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

- 6.1 That planning permission is granted with conditions to include those detailed below together with others that may be considered necessary as detailed within the late material report:

- 1. Commencement of development with 3 years.
- 2. Development to be carried out in accordance with the approved plans.
- 3. Submission of detailed drainage system.
- 4. Submission of external materials
- 5. Construction management plan including wheel washing, contractors parking, working hours.
- 6. Details of landscape planting and external seating.

Decision:

Notes:

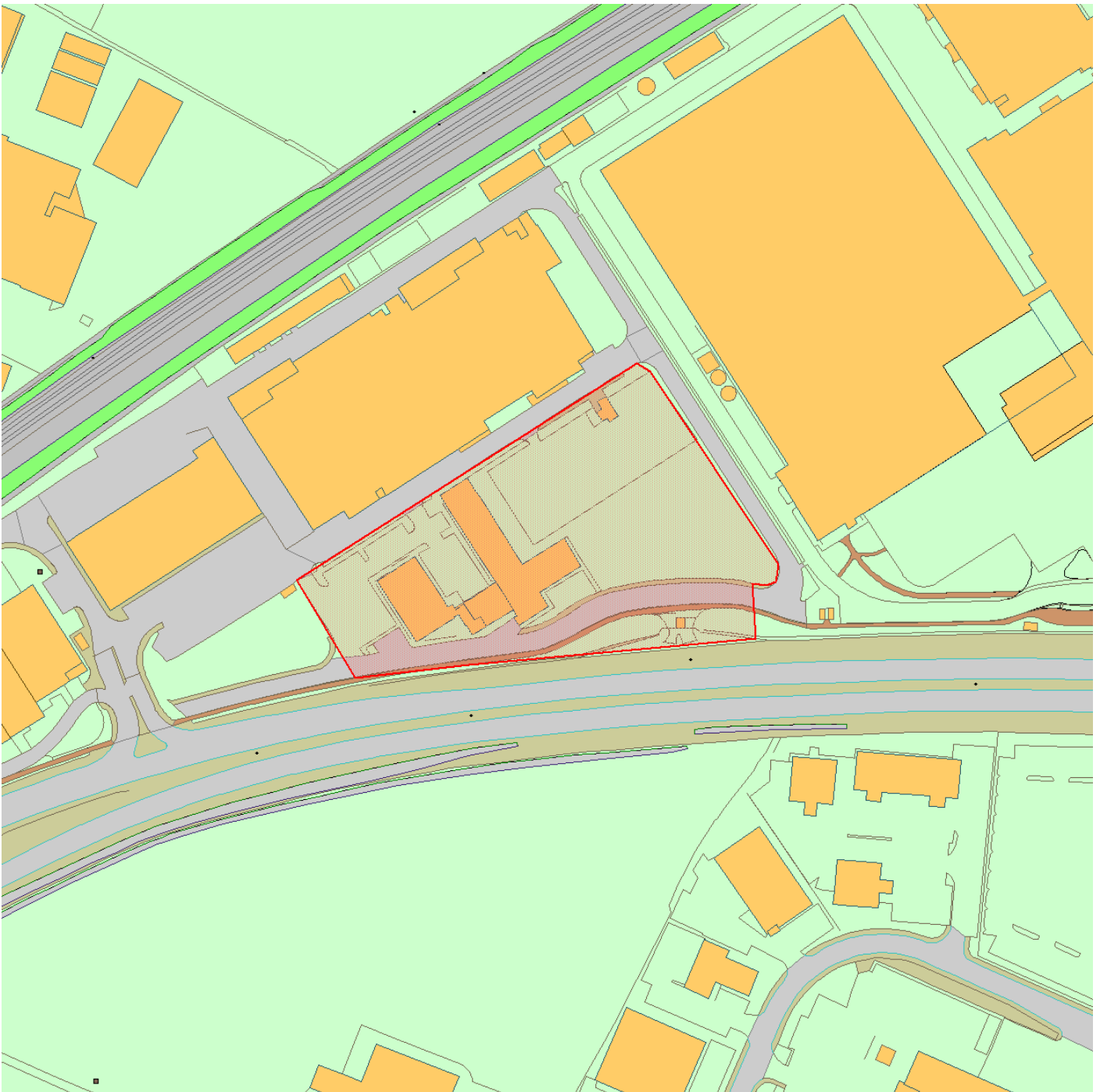
.....

Person to contact: Joann Meneaud
(Tel: 396787)

14/01163/FUL

Building B And C
Imperial Gate Business Park
Corinium Avenue
Gloucester
GL4 3BW

Planning Committee 03.03.2015



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GLOUCESTER CITY COUNCIL

COMMITTEE : **PLANNING**

DATE : **3RD MARCH 2015**

TITLE : **REPRESENTATION LETTERS IN
COMMITTEE REPORTS**

REPORT BY **JON SUTCLIFFE**

1.0 INTRODUCTION

1.1 This report relates to the current practice of attaching letters of representation received during the planning application process to the Report which Committee considers when making decisions on applications.

2.0 CURRENT PRACTICE

2.1 At present, all representations received during the processing of applications are appended to the Committee Report. The report itself contains a section headed 'Publicity and Representations', and in that section the Case Officer summarises the issues raised in the letters sent to the Council. Correspondence and documents associated with all applications are also available on the Council's website.

2.2 Obviously the volume of representations varies from one application to another, and can range from none or minimal numbers to many hundreds or thousands.

2.3 In preparing reports for Committee, the case officer reads and considers all issues contained in such correspondence, and this is a material consideration in reaching a recommendation in a report.

2.4 In determining applications at Committee, Members often have a significant volume of material to read and consider. While your officers endeavour to ensure that reports are as concise as possible, lengthy reports are sometimes unavoidable. One thing that can however significantly add to the length of reports is the attaching of copies of representations. A brief analysis of the agenda packs for the last 6 meetings of the Committee shows that the reports for decision took up approximately 340 pages, and a further 580 pages were taken up with copies of representations.

3.0 COSTS & BENEFITS

- 3.1 There is clearly a cost involved in preparing and publishing reports. However, this must be balanced against the need for members to have enough information before them to enable them to properly consider agenda items. Below I will offer some observations which may assist Members.
- 3.2 In terms of costs there are costs associated with the printing of paper copies of the agenda. Approximately 25 paper copies of the agenda documents are printed for each meeting of the Committee. Given that from the figures in Para 2.4 above each agenda has roughly 2.6 times more pages than it would had representations not been attached, it can be seen that a considerable reduction in paper could be achieved by not printing copies of representations (roughly 14500 pages in 6 months). In addition to printing costs there is also staff time involved in assembling the representations from the website into the report.
- 3.3 There is no legal requirement for a Planning Committee to have full copies of representations before it in its meetings. While Members must consider the issues raised by such correspondence, it is noted that reports do already contain a detailed summary of the issues raised and an assessment of those issues by the case officer.
- 3.4 The Planning Advisory Service have produced a Briefing Note on Planning Committee Management, and that note offers 'best practice' advice on what a Committee report should contain. Amongst other items, it advises that reports should contain "the substance of any objections" and "the views of people and organisations who have been consulted". The current written format of reports to Committee provides that information, and the copies of representations are additional to that.
- 3.5 It is fully understood that Members will wish to give appropriate consideration to representations received on planning applications. It is whether Members consider having printed copies of those in the agenda is essential to enable them to do this, or whether the report summary should be sufficient. In addition the comments of interested parties are also in front of the Committee by other means such as the public speaking procedure, and the ability of ward members to address the Committee. Outside of the meeting itself the documents are also available for viewing.

4.0 CONCLUSIONS

- 4.1 The provision of documents such as representations in full in Committee agendas is a sensitive issue, and essentially involves a balance of the need for Members to be able to properly consider issues relevant to the proposals before them, and the potentially lengthy documentation which can ensue from that and the resources involved in providing it.
- 4.2 It is suggested to the Committee that the benefits of no longer providing such documentation in full will assist in making savings and improving the efficiency of the Committee process. The documents would still be available for

inspection by other means and the Council would still be meeting its legal obligations.

- 4.3 It is suggested to the Committee therefore that it agrees to no longer have full copies of representations printed in the hard copy agenda documents. If Members are cautious about such a step, an alternative is suggested that the change is introduced for the next 6 meetings of the Committee and a report on the matter be brought to the following meeting so that Members can review the position in light of experience over those 6 meetings.

5.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

- 5.1 That it is agreed that full copies of representation letters will no longer be attached to the paper agendas for Planning Committee.

Decision:

Notes:

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Person to contact: Jon Sutcliffe
(Tel: 396783)

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CITY OF GLOUCESTER

PLANNING COMMITTEE

ON

Tuesday, 3rd March 2015

DELEGATED DECISIONS

1st – 31st December 2014

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

Abbey

14/01154/ADV

CARLH

Heron Way Gloucester

4 no non illuminated advertisements on roundabout to display sponsor's name

GFY 01/12/2014

14/01227/FUL

CARLH

25 The Wheatridge Gloucester GL4 4DQ

Erection of single storey side and rear extension (first revision of planning ref 14/00710/FUL)

G3Y 17/12/2014

14/01194/FUL

FEH

36 Grebe Close Gloucester GL4 4XL

Removal of existing porch, single storey front extension and first floor front extension

G3Y 03/12/2014

Barton & Tredworth

14/01192/FUL

EMMABL

26 St James Street Gloucester GL1 4JS

Erection of single storey rear extension

G3Y 05/12/2014

14/01167/ADV

BOBR

57 Park End Road Gloucester GL1 5AN

Illuminated sign to shop front. (Retrospective application)

REFREA 11/12/2014

14/01191/FUL

EMMABL

23 Widden Street Gloucester GL1 4AQ

Erection of two storey and single storey rear extensions

G3Y 18/12/2014

14/01128/FUL

FEH

Land Between 48 And 50 Falkner Street Gloucester GL1 4SJ

Redevelopment of site for 3no. 2 bedroom flats and 1no. 1 bedroom flat with associated parking and amenities

REFREA 11/12/2014

14/01325/PDE

EMMABL

55 Derby Road Gloucester GL1 4AA

Erection of single storey rear extension (depth: 5.9 metres from rear elevation of original dwellinghouse, maximum height: 3.85 metres, height of eaves: 2.3 metres)

ENOBJ 18/12/2014

14/01164/FUL

CARLH

54 High Street Gloucester

Erection of single storey and two storey rear extensions, to replace existing extensions

G3Y 05/12/2014

Elmbridge

14/00458/LAW

EMMABL

24 Armscroft Road Gloucester GL2 0SJ

Erection of dormer window on rear elevation roofslope of principal dwellinghouse, installation of 2 no. rooflights on front elevation roofslope, and provision of dropped kerb to rear of site on Armscroft Court providing means of vehicular access to proposed area of hardstanding in rear garden area

LAW 23/12/2014

14/01315/FUL

CARLH

21 Orchard Road Gloucester GL2 0HX

Erection of single storey rear extension

G3Y 23/12/2014

14/01197/FUL FEH
10 Kimberley Close Gloucester GL2 0LH
Single storey rear and side extension, part conversion of garage to utility and shower room
G3Y 15/12/2014

14/01308/FUL CARLH
8 Armscroft Way Gloucester GL2 0ST
Erection of conservatory to side elevation
G3Y 18/12/2014

14/01255/LAW FEH
12 Blinkhorns Bridge Lane Gloucester GL2 0SL
Single storey rear extension
LAW 03/12/2014

Grange

14/01200/ADV BOBR
Baylis Vauxhall Cole Avenue Gloucester GL2 5ER
2no. Illuminated fascia signs.
GFY 17/12/2014

Hucclecote

14/01223/FUL CARLH
45 Zoons Road Gloucester GL3 3NY
Erection of conservatory to rear
G3Y 17/12/2014

14/01153/FUL CARLH
4 St Margarets Road Gloucester GL3 3BP
Proposed single storey extension at rear
G3Y 15/12/2014

14/01198/FUL

EMMABL

106 Chosen Way Gloucester GL3 3BZ

Erection of two storey detached dwellinghouse on land to the side of existing dwellinghouse at 106 Chosen Way, with vehicular parking facility for proposed dwellinghouse accessed from Mayfield Drive and vehicular parking facilities for existing dwellinghouse accessed from Chosen Way and Mayfield Drive

REF 18/12/2014

14/01360/TPO

JJH

12 Churchdown Lane Gloucester GL3 3QQ

Acer - crown reduce to include a height and spread reduction of 1.5-2m, cutting back to strong secondary growth to shape and balance, give 2m clearance of lamp post

TPDECS 15/12/2014

14/01431/TPO

JJH

14 Churchdown Lane Gloucester GL3 3QQ

one tree maybe crack willow species, its in front of the house on the edge of the lawn next to the road, it has grown large needs to be cut back, it's shading the lawn is in contact with the telephone pole and line

RET 17/12/2014

14/01183/FUL

CARLH

45 Abbots Road Gloucester GL4 5GF

Two storey extension to side of house

G3Y 11/12/2014

14/01309/FUL

CARLH

3 The Vines Gloucester GL3 3QF

Erection of outbuilding in rear garden (RETROSPECTIVE)

GA 17/12/2014

Kingsholm & Wotton

14/01416/NMA

FEH

55 Worcester Street Gloucester GL1 3AW

Construction of timber painted shopfront , existing shopfront demolished (erected without permission). Approved sliding doors replaced with inwards opening hinged doors.

NOS96 17/12/2014

14/01216/FUL

ADAMS

Gloucester Rugby Football Club Kingsholm Road Gloucester GL1 3AX

The use and erection of temporary structures for the purposes of hosting the Rugby World Cup 2015 Tournament at Kingsholm Stadium, comprising: Broadcast studio on scaffold at corner of north and east stands; broadcast gantry at north stand; broadcast gantry over west stand; 2-storey structure for media centre; 2 storey portable building for match management; and cable containment bridge across internal access road

G3Y 17/12/2014

14/01337/TPO

JJH

Collingwood House Horton Road Gloucester GL1 3PX

T1 - HORSE CHESTNUT Fell - Some parts of the tree are looking like dying back and the tree has shed several smaller limbs over the last two years. The management company is concerned as to the position of the tree and the fact that some of the limbs are hanging over onto the public path. Re-plant a smaller ornamental tree in nearby position

TPDECS 16/12/2014

14/01246/FUL

CARLH

4 Malvern Road Gloucester GL1 3JT

Erection of single storey side and rear extension

G3Y 18/12/2014

14/01240/FUL

CARLH

33 Denmark Road Gloucester GL1 3JQ

Removal of asbestos roof and replacement with a standard ruberoid single ply membrane roof and ceiling lantern.

G3Y 18/12/2014

14/01138/FUL CARLH
40B London Road Gloucester GL1 3NU
Change of use from D1 (non residential institution) to A1 (general convenience)
G3Y 03/12/2014

14/01299/ADV CARLH
Lloyds Pharmacy Aspen Centre Horton Road Gloucester GL1 3PX
1No. fabricated aluminium stencil cut internally illuminated fascia sign
GFY 23/12/2014

14/01126/FUL BOBR
4-25 Sweetbriar Street And 1-34 Union Street Gloucester GL1 3DA
Replace existing brick balustrade to first floor external walkways of 4-25 Sweetbriar Street & 1-34 Union Street with new powder coated perforated metal panels.
G3Y 01/12/2014

Longlevens

14/01306/FUL GAJO
80 Longford Lane Gloucester GL2 9HA
Change of use of existing outbuilding to a separate dwelling
WDN 02/12/2014

14/01406/FUL EMMABL
80 Oxstalls Drive Gloucester GL2 9DE
Erection of single storey rear extension
RET 16/12/2014

14/01124/FUL CARLH
11A Wellsprings Road Gloucester GL2 0NL
Erection of a single storey side and rear extension
G3Y 05/12/2014

14/01361/TPO

JJH

85 Gambier Parry Gardens Gloucester GL2 9RE

Large horse chestnut to front of property - Fell.

TPDECS 15/12/2014

14/01242/FUL

CARLH

27 Paygrove Lane Gloucester GL2 0AZ

Two storey extension to the side of the property. First floor extension to the rear of the property.

G3Y 18/12/2014

14/01310/NMA

CJR

University Of Gloucestershire Oxstalls Lane Gloucester GL2 9HW

Non-material amendment to planning permission ref. 14/00882/FUL (construction of new performing arts centre and replacement car parking spaces), for a minor amendment to the disposition and re-distribution of replacement car parking spaces.

NOS96 11/12/2014

Matson & Robinswood

14/01100/FUL

CARLH

36 Cotteswold Road Gloucester GL4 6RG

Erection of front porch

G3Y 19/12/2014

14/01155/ADV

BOBR

Matson Avenue Gloucester

3 no. non-illuminated roundabout signs (to display roundabout sponsor name).

GFY 02/12/2014

Moreland

14/01332/TPO

JJH

Rose Bank 170 Stroud Road Gloucester

T34 - Pine. Reduce the lateral spread over the boundary (of no 172 Stroud Road) by up to a maximum of 1.5m T31 Hornbeam. Crown raise all round to approximately 3.0m

TPDECS 15/12/2014

14/01171/COU

CARLH

85 Bristol Road Gloucester GL1 5SN

Change of Use from B & B to a House in Multiple Occupation for 12 unrelated individuals

G3Y 01/12/2014

14/01333/TPO

JJH

San Remo 196-198 Stroud Road Gloucester

T37 Wellingtonia - Raise Crown over footpath. All other works are non TPO trees.

TPDECS 15/12/2014

Podsmead

14/01202/FUL

CARLH

62 Tuffley Crescent Gloucester GL1 5NE

First floor extension above existing single storey extension

WDN 05/12/2014

Quedgeley Fieldcourt

14/01162/FUL

BOBR

Former 311 Bristol Road Quedgeley Gloucester

Removal of Condition 16 of planning permission no.13/00615/FUL for residential development comprising of 10 dwellings, associated garaging, car parking and landscaping, to allow for the installation of openable windows to plots 3-10.

GP 11/12/2014

14/00616/FUL JOLM

Manor Farm 2 Manor Farm Way 2 Quedgeley 2 Gloucester 2 GL2 2ZT

Retention of Close Boarded Fence along eastern boundary to footpath.

REFREA 23/12/2014

14/01263/LAW FEH

Thoresby 2 Naas Lane 2 Quedgeley 2 Gloucester 2 GL2 2SD 2

Use of property as separate residential unit

LAW 03/12/2014

14/01270/NMA FEH

1 Brooklyn Villa 2 Naas Lane 2 Quedgeley 2 Gloucester 2 2

Add rooflights to workshop roof and infill rear corner

NPW 04/12/2014

14/01340/CONDIT CJR

Unit G 2 The Aquarius Centre 2 Edison Close 2 Quedgeley 2 Gloucester 2 GL2 2FN 2

Discharge of conditions 9 (floodlighting / external lighting) of planning permission ref. 14/00288/FUL.

ALDIS 16/12/2014

14/01144/ADV EMMABL

Naas Lane 2 Quedgeley 2 Gloucester 2 2

4 non-illuminated advertisements on roundabout to display sponsor's name

GFY 18/12/2014

14/01224/FUL BOBR

4 Harvest Way 2 Quedgeley 2 Gloucester 2 GL2 4YU 2

Single storey extension to rear.

G3Y 17/12/2014

Quedgeley Severn Vale

14/01239/ADV

CARLH

Busy Bees☐Falcon Close☐Quedgeley☐Gloucester☐GL2 4LY☐

Erection of 1no. non illuminated sign to entrance of Merlin Drive

GFY 19/12/2014

14/01165/FUL

EMMABL

31 Welland Road☐Quedgeley☐Gloucester☐GL2 4SG☐

Erection of 1.8 metre high fencing along part of western boundary only

G3Y 18/12/2014

14/01158/FUL

BOBR

Former Orchard☐Olympus Park☐Quedgeley☐Gloucester☐GL2 4NF☐

Erection of a building to provide mixed use facilities comprising restaurants/cafes (Use Class A3/A5) and Office (Use Class B1) at ground floor and apart-hotel units (Use Class C1) at first and second floor. (Alternative proposal to development approved under application No.13/00420/FUL)

G3Y 04/12/2014

Westgate

14/01086/FUL

ADAMS

Gloucester Brewery☐Llanthony Warehouse☐The Docks☐Gloucester☐GL1 2EH☐

Change of use of brewery and office premises to public house and external alterations to buildings; rendering of Bridge House, insertion of new window openings and entrances, and change of use of land to south at Llanthony Road to highway and external seating

G3Y 04/12/2014

14/00963/LBC

ADAMS

Gloucester Brewery☐Llanthony Warehouse☐The Docks☐Gloucester☐GL1 2EH☐

Internal and external works to Grade 2 listed building

G3L 04/12/2014

14/01187/ADV	EMMABL
Gloucester Academy Of Music Barbican House 31 Barbican Road Gloucester GL1 2JF	
3 no. non-illuminated fascia signs on Commercial Road frontage (wall-mounted individually applied lettering and logos)	
GFY	18/12/2014
14/01134/FUL	BOBR
37 - 39 Worcester Street Gloucester GL1 3AJ	
Use of building for the sale and display of motor vehicles	
REFREA	11/12/2014
14/01273/NMA	ADAMS
Former Gloscat Brunswick Road Gloucester	
Alterations to the external appearance and layout of Blocks G, H and I	
NOS96	03/12/2014
14/01218/ADV	ADAMS
14 - 18 Clarence Street Gloucester GL1 1DP	
Erection of 2 no. non-illuminated freestanding signs, 1 no. non-illuminated wall mounted sign and 1 no. set of non-illuminated wall mounted lettering	
GFY	11/12/2014
14/01219/LBC	ADAMS
14 - 18 Clarence Street Gloucester GL1 1DP	
External alterations to grade 2 listed building comprising erection of 2 no. non-illuminated freestanding signs, 1 no. non-illuminated wall mounted sign and 1 no. set of non-illuminated wall mounted lettering	
G3L	11/12/2014
14/01393/NMA	ADAMS
Former Coots The Docks Gloucester	
Application for non-material amendments to widen first floor windows on west elevation, add window on first floor east elevation and move ground floor external door on the north elevation.	
NOS96	18/12/2014

14/01050/ADV

FEH

GL1 Bruton Way Gloucester GL1 1DT

Erection of one digital media screen using LED technology to advertise a range of adverts

WDN 29/12/2014

14/01172/LBC

CJR

Regus North Warehouse The Docks Gloucester GL1 2FB

Installation of demountable partitions to divide the open plan area into cellular offices, to provide a central corridor and ventilation to internal offices on the ground floor of the North Warehouse.

G3L 08/12/2014

14/01354/CONDIT

ADAMS

Former Gloscat Brunswick Road Gloucester

Submission of details under Condition 28 of permission ref. 13/00537/FUL for Phase 3 Greyfriars site

PADIS 18/12/2014

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