



Gloucester City Council

Planning Committee

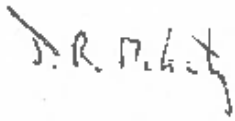
**Meeting: Tuesday, 4th September 2018 at 6.00 pm in the Civic Suite
North Warehouse, The Docks, Gloucester, GL1 2EP**

Membership:	Cllrs. Taylor (Chair), Lewis (Vice-Chair), D. Brown, J. Brown, Dee, Fearn, Finnegan, Hanman, Hansdot, Lugg, Morgan, Toleman and Walford
Contact:	Democratic and Electoral Services 01452 396126 democratic.services@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 7 - 14) To approve as a correct record the minutes of the meeting held on 14 th August 20178. Please note: This meeting was originally scheduled for 7 th August 2018.
4.	LATE MATERIAL Please note that any late material relating to the applications listed below will be published on the Council's website as a supplement in the late afternoon of the day of the meeting.
5.	22 SPOONBILL CLOSE, QUEDGELEY - 18/00505/FUL (Pages 15 - 20) Application for determination: Convert part of garage into extra room with appropriate electric and water services at 22, Spoonbill Close, Quedgeley.
6.	WATTS TRUCK CENTRE, MERCIA ROAD - 17/00784/FUL (Pages 21 - 50) Application for determination: Application by Lidl for the demolition of existing buildings and the construction of a new Lidl neighbourhood discount food store with associated car parking, landscaping and access arrangements at Watts Truck Centre, Mercia Road.

7.	<p>RAILWAY TRIANGLE SITE - 18/00267/FUL (Pages 51 - 66)</p> <p>Application for determination:</p> <p>Erection of a business and household storage unit (Use Class B2) at the Railway Triangle Site.</p>
8.	<p>LAND ADJ TALL SHIPS, THE DOCKS, GLOUCESTER - 17/01351/FUL & 17/01329/LBC (Pages 67 - 80)</p> <p>Application for determination:</p> <p>The erection of a 3.5 storey apartment building, comprising a total of 14 residential units with ground floor parking and access. This includes demolition and rebuild of a curtilage listed wall on land adjoining the Tall Ships Public House, The Docks, Gloucester.</p>
9.	<p>DELEGATED DECISIONS (Pages 81 - 94)</p> <p>To consider a schedule of applications determined under delegated powers during the month of July 2018.</p>
10.	<p>DATE OF NEXT MEETING</p> <p>Tuesday, 2nd October 2018 at 6.00 pm.</p>



Jon McGinty
Managing Director

Date of Publication: Monday, 27 August 2018

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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- 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.

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HUMAN RIGHTS

In compiling the recommendations on the following reports 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); Article 1 of the First Protocol (Right to the use and enjoyment of property) 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 and also Article 1 of the First Protocol of adjacent occupiers. On assessing the issues raised by the applications no particular matters, other than those referred to in the reports, warrant any different action to that recommended.

EQUALITY ACT 2010

In considering this matter, full consideration has been given to the need to comply with the Public Sector Equality Duty under the Equality Act 2010 and in particular to the obligation to not only take steps to stop discrimination, but also to the promotion of equality, including the promotion of equality of opportunity and the promotion of good relations. An equality impact assessment has been carried out and it is considered that the Council has fully complied with the legal requirements.

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PLANNING COMMITTEE

MEETING : Tuesday, 14th August 2018

PRESENT : Cllrs. Lewis (Vice-Chair), D. Brown, J. Brown, Hanman, Hansdot, Lugg, Morgan, Toleman and Walford

Officers in Attendance

Planning Technical Manager

Solicitor - One Legal

Principal Planning Officer

Highways Officers (2)

Democratic & Electoral Services Officer

APOLOGIES : Cllrs. Taylor, Dee, Fearn and Finnegan

15. PLEASE NOTE

This meeting had originally been scheduled for 7th August 2018 but was postponed due to a power outage in the building.

16. DECLARATIONS OF INTEREST

Councillor Walford declared a personal and prejudicial interest in Agenda item 6 (18/00347/REM as he was a resident of Estcourt Close and had previously objected to the application. During consideration of this application he withdrew to the Public Gallery and took no part in the debate or voting.

17. LATE MATERIAL

Late material in respect of both the applications on the agenda had been circulated.

18. MINUTES

The minutes of the meeting held on 3rd July 2018 were confirmed and signed by the Chair as a correct record.

19. LAND EAST OF WATERWELLS, MARCONI DRIVE, QUEDGELEY - 17/00699/FUL

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The Principal Planning Officer presented the report which detailed an amended proposal for 118 dwelling units including revisions to site layout, landscaping, surfacing, open space and play on land east of Waterwells, Marconi Drive, Quedgeley.

He advised Members that this was a cross-boundary application with 34 dwellings situated in Stroud District Council's administrative area and 84 within Gloucester City Council's area.

He drew Members' attention to the late material which contained responses from the Drainage Adviser, the Local Highway Authority and Natural England together with revised conditions.

Mr Mark Ryder, a local resident, addressed the Committee in opposition to the application.

A Member requested that there should be a condition requiring measures to deter seagulls due to the forthcoming closure of the Hempsted tip.

The Planning Technical Manager undertook to investigate this and add a suitable condition if required.

Another Member believed that the contribution of £24,000 for play equipment was insufficient. He was advised that this sum represented a contribution to off-site provision of play equipment and did not relate to the proposed on-site Locally Equipped Play Area.

The Highways Officer advised that the forthcoming closure of Hempsted tip had been taken into account as part of the Javelin Park debate.

The Chair moved the recommendation in the report together with the revised conditions in the late material and the inclusion of a further condition requiring anti-seagull measures if deemed necessary. Councillor Morgan seconded the motion.

RESOLVED that the Planning Technical Manager be authorised to grant consent subject to the satisfactory completion of a Section 106 Agreement as detailed in the report, a condition to require anti-seagull measures if deemed necessary and the conditions in the report with the following amendments:-

Condition 2 – revisions

Site Layout – Drg.No. P17-0346-01 **Rev T Submitted 13/08/2018**

Swept Path Analysis – Plan numbers remain the same, but have been updated –
New submission date for them – 13/08/2018

Condition 3

Add slab levels, tactile pedestrian crossings to condition.

Condition 27

The vehicular accesses hereby permitted on Marconi Drive shall not be brought into use until the existing roadside frontage boundaries have

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been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.6m and 2.0m at the Y point above the adjacent carriageway level.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 108 and 110 and Joint Core Strategy Policy INF1.

Condition 28

Notwithstanding the layout changes forward visibility splays illustrated on submitted plan 11816CE-3804 Rev P9 shall be provided and maintained thereafter for the duration of the development. The area between these forward visibility splays and the carriageway edge shall be kept clear of vertical features.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 110 and Joint Core Strategy Policy INF1.

Condition 29

Notwithstanding layout changes the internal junction emerging visibility splays from the cul-de-sacs illustrated on plan 11816CE-3804 Rev P9 shall be provided and maintained thereafter for the duration of the development. The area between those splays and the carriageway shall be maintained so as to provide clear visibility between 1.05m and 2.0m at the X point (at the centre of the accesses) and between 0.6m and 2.0m at the Y (the extent of splays to the carriageway edge) point above the adjacent carriageway level.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 110 and Joint Core Strategy Policy INF1.

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Condition 30

Notwithstanding the submitted plans no plot frontage boundary treatment or vertical features shall be between 600mm and 2m above the adjacent footway level or over 550mm wide and maintained thereafter.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 108, 110 and Core Strategy policy INF1.

Condition 31

Tactile pedestrian crossings shall be provided with a crossing generally across the site access junctions off Marconi Drive, the relocated pedestrian crossing on Marconi Drive away from the plots 48-51 driveways, either side of the cul-de-sac junction off the main crescent road opposite plot 60, between the footways adjacent plot 43 and plot 56, between the footways opposite plot 52, plot 55, plot 43, between plots 79 and 80, across the footway at the plots 24-30 access junction. They shall be provided in accordance with the times scales as outlined in the agreed phasing plan for Condition 3

Reason

To ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the National Planning Policy Framework and the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 110 of the National Planning Policy Framework and policy INF1 of the Core Strategy.

Condition 32

Each dwelling hereby permitted shall not be occupied until the vehicular parking facilities serving that property have been provided in accordance with the submitted plans, and those parking facilities shall be maintained available for those purposes thereafter.

Reason

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 110 and Joint Core Strategy policy INF1.

Condition 33

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Prior to occupation of any dwelling hereby permitted within a particular phase identified in the phasing plan required by condition 3 , the visitor parking spaces within the respective phase of development shall be provided in accordance with the approved plans and maintained permanently for those purposes thereafter.

Reason

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 110 and Joint Core Strategy policy INF1.

Condition 42

Each dwelling hereby permitted shall not be occupied until details of cycle parking provision serving that property have been submitted to and approved in writing by the Local Planning Authority, and thereafter implemented and retained in accordance with the approved details.

Reason

To encourage a form of sustainable transport to accord with paragraph 110 of the NPPF and INF1 of the Joint Core Strategy

20. FORMER GLOUCESTER ACADEMY, ESTCOURT CLOSE - 18/00347/REM

Councillor Walford declared a personal and prejudicial interest in this application as he was a resident of Estcourt Close and had previously objected to the application. During consideration of this application he withdrew to the Public Gallery and took no part in the debate or voting.

The Principal Planning Officer presented the report which detailed an application for the approval of reserved matters of appearance, landscaping, layout and scale following outline application 16/00631/OUT for the redevelopment of part of the former Bishop's College site for residential use creating up to 90 new homes and the provision of open space (all matters reserved except access).

He drew Members' attention to the late material which contained further information from the Local Highway Authority, an additional representation and revised conditions.

A Member questioned the boundary treatment particularly for Plots 57 and 58. He was advised that a close-boarded wooden fence was proposed and that developers usually put in a new fence alongside that existing.

The Chair moved the recommendation in the report with the amended conditions in the late material. Councillor Lugg seconded the motion.

RESOLVED that the reserved matters application be approved subject to the conditions in the report and the following amendments:-

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Condition 1 - revision

Planning Layout (GL PL 01 Rev F)

Condition 2

The forward visibility splays shall be provided and maintained in general accordance with plan GL/PL/01 Rev F as part of the estate road land clear of obstruction between 1.05m and 2m above carriageway level and between 0.6m and 2m above carriageway level at splay extents, with open space fronting plots 1 and 2 clear of vertical features between 0.6m and 2m high and 550mm wide except the retained tree.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 108 and 110 and Core Strategy policy INF1.

Condition 3

Tactile pedestrian crossings shall be provided with a crossing generally between plots 28 and 74, 48 and 74, 46 and 31/32, 45 and the pumping station, 69 and the pathway to Escourt Road, 58 and 61, 60 and 2, 59 and 1, before any occupation of the approved dwellings.

Reason

To ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 108 of the National Planning Policy Framework and the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 110 of the National Planning Policy Framework and policy INF1 of the Core Strategy.

Condition 4

Notwithstanding the submitted plans no plot frontage boundary treatment or vertical features shall be between 600mm and 2m above the adjacent footway level or over 550mm wide and maintained thereafter.

Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the National Planning Policy Framework paragraph 108, 110 and Core Strategy policy INF1.

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21. SECTION 106 MONITORING - PROGRESS REPORT

The Planning Technical Manager presented the report of the Planning and Section 106 Monitoring Officer which provided Members with information on new Section 106 Agreements entered into and contributions received in the 2017/18 financial year.

A Member requested that the Committee be provided with details of historic Section 106 Agreements which were still outstanding. The Planning Technical Manager undertook to make enquiries and consider presenting a report to a future meeting.

Another Member asked what period of time was permitted for a start to be made on the development of the Old Hempsted Fuel Depot. He was advised that a maximum period of three years was permitted for the submission of Reserved Matters and further two years to start the development.

RESOLVED that the report be noted.

22. DELEGATED DECISIONS

Consideration was given to the schedule of applications determined under delegated powers during the month of June 2018.

RESOLVED that the schedule be noted.

23. DATE OF NEXT MEETING

Tuesday, 4th September 2018 at 6.00 pm.

Time of commencement: 6.00 pm
Time of conclusion: 7.00 pm

Chair

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GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee: Planning
Date: 16th August 2018
Address/Location: 22 Spoonbill Close Quedgeley Gloucester GL24LB
Application No: 18/00505/FUL
Ward: Quedgeley Severn Vale
Expiry Date: 17.07.2018
Extension of time:

Applicant: Mr Andrew Lewis
Proposal: Convert part of garage into extra room with appropriate electric and water services.
Report by: Rhiannon Murphy
Appendices: This application has come before the planning committee as the applicant is a councillor for Gloucester City Council.

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located within a residential area to the south of Spoonbill Close. The property is a coach house which comprises garage space on the ground floor with living space above.
- 1.2 The proposal is for the conversion of part of the garage into an extra room. The Applicant has confirmed that the extra room would be for storage and uses ancillary to the use of the dwelling. The application does not involve the alteration of windows or doors at a ground floor level and the garage door would be retained.

2.0 RELEVANT PLANNING HISTORY

- 2.1 None.

3.0 RELEVANT PLANNING POLICY

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

3.2 National guidance

National Planning Policy Framework (NPPF) and Planning Practice Guidance

3.3 Development Plan

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted 11 December 2017)

Relevant policies from the JCS (Main Modifications) include:

SD4 – Design requirements

SD14 – Health and environmental quality

INF1- Transport network

3.4 **City of Gloucester Local Plan (Adopted 14 September 1983)**

The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. Paragraph 215 of the NPPF states that '*... due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.*' The majority of the policies in the 1983 Local Plan are out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy. None of the saved policies are relevant to the consideration of this application.

3.5 **Emerging Development Plan Gloucester City Plan**

The Gloucester City Plan ("City Plan") will deliver the JCS at the local level and provide policies addressing local issues and opportunities in the City. The Draft Gloucester City Plan 2017 takes forward the results of previous consultations and was subject to consultation January and February 2017. As the Plan is at an early stage, it is considered that it carries limited weight in accordance with paragraph 216 of the NPPF.

3.6 **Gloucester Local Plan, Second Stage Deposit 2002**

Regard is also 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. While there are number of policies in the 2002 Plan which are considered to accord with the NPPF and have not been superseded by the JCS, none of these are considered to be relevant to the current application.

3.7 **Supplementary Planning Guidance/Documents**

City Centre Conservation Area Appraisal

All policies can be viewed at the relevant website address:- national policies:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Gloucester City policies:

<http://www.gloucester.gov.uk/resident/planning-and-building-control/planning-policy/Pages/current-planning-policy.aspx>

4.0 **CONSULTATIONS**

Quedgeley Parish Council – No objection

5.0 PUBLICITY AND REPRESENTATIONS

5.1 2 neighbouring properties were notified of the proposal.

5.2 No letters were received.

5.3 The full content of all correspondence on this application can be viewed on:
<http://www.gloucester.gov.uk/resident/planning-and-building-control/Pages/public-access.aspx>

6.0 OFFICER OPINION

6.1 *Legislative background*

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

6.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:

- a) the provisions of the development plan, so far as material to the application;
- b) any local finance considerations, so far as material to the application; and
- c) any other material considerations.

6.3 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the partially saved 1983 City of Gloucester Local Plan. However, as outlined earlier, the 1983 Local Plan is considered to be out-of-date.

6.4 It is considered that the main issues with regards to this application are as follows:

- Effect on the character and appearance of the street scene
- Effect on neighbouring properties

6.5 *Design, Layout and Landscaping*

The NPPF states that new residential developments should be of high quality design, create attractive places to live, and respond to local character integrating into the local environment. Policy SD3 requires all developments to demonstrate how they contribute to the principles of sustainability, Policy SD4 sets out requirements for high quality design while Policy SD10 requires housing of an appropriate density, compatible with good design, the protection of heritage assets, local character and compatible with the road network.

6.6 The proposed alterations to the property would be internal and would not involve the alteration of fenestration or materials. The proposal would therefore have no impact on the character and appearance of the street scene and would not harm the character and appearance of the existing dwelling.

6.7 *Traffic and transport*

The NPPF requires that development proposals provide for safe and suitable access for all and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy INF1 of the JCS requires safe and accessible connections to the transport network

6.8 The proposal would alter the garage to living accommodation and therefore would result in the loss of parking space within the garage. There is however a parking area to the front of the property and it is therefore considered that the loss of the garage is acceptable.

6.9 **Residential amenity**

Paragraph 17 of the NPPF provides that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Policy SD14 of the JCS which requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants.

6.10 It is not considered that the proposed garage conversion would result in harm to residential amenity.

6.11 **Conclusion**

This application has been considered in the context of the policies and guidance referred to above. The proposal is consistent with those policies and guidance in terms of design, materials, highway safety implications, impact upon the amenity of any neighbours, impact on the Conservation Area and the local area; the proposal is acceptable and accordingly it is recommended that planning permission be granted.

6.12 **Human Rights Act**

In compiling the recommendation full consideration has been given 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); Article 1 of the First Protocol (Right to the use and enjoyment of property) 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 and also Article 1 of the First Protocol of adjacent occupiers. On assessing the issues raised by the application no particular matters warrant any different action to that recommended

7.0 **RECOMMENDATION OF THE CITY GROWTH AND DELIVERY MANAGER**

7.1 That planning permission is GRANTED subject to the following conditions;

7.2 **Condition 1**

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

Reason

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

Condition 2

The development hereby permitted shall be carried out in accordance with the application form and drawings proposed floor plan received by the local planning authority on 22nd May 2018 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 the Joint Core Strategy (2017).

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 Gloucestershire Building Control Partnership on 01453 754871 for further information.

Note 2

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.

Person to Contact: Rhiannon Murphy (396361)

18/00505/FUL

22 Spoonbill Close

Quedgeley

Gloucester

GL2 4LB

Planning Committee 04.09.2018



GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	4 th September 2018
Address/Location:	Watts Truck Centre Mercia Road Gloucester GL1 2SQ
Application No:	17/00784/FUL
Ward:	Kingsholm & Wotton
Expiry Date:	30.06.2018 (Time Extension Agreed)
Applicant:	Lidl UK
Proposal:	Application by Lidl for the demolition of existing buildings and the construction of a new Lidl neighbourhood discount foodstore with associated car parking, landscaping and access arrangements.
Report by:	Caroline Townley
Appendices:	Site Location Plan Site Layout Plan

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located to the south of St Oswald Road and to the north of Mercia Road. The site is bounded to the north by an existing park, with residential properties to the east and mixed commercial development in Mercia Way to the south-west. The site is currently occupied by Watts Truck Centre and comprises of a garage/workshop with associated car parking and servicing area. Access to the site is currently gained from Mercia Road.
- 1.2 The current application seeks planning permission for the construction of a new foodstore to be occupied by Lidl with associated car parking and servicing. The proposed building would be sited to the south of the site with car parking to the north and west. The proposed servicing area would be along the western elevation with the customer entrance located in the North West corner of the proposed store. Vehicular access to the site would be from the existing junction of Mercia Road. A new pedestrian access is proposed from Mercia Road to the entrance of the store.
- 1.3 The proposed building is single storey with a mono-pitch roof. The store would have a gross internal floor area of 2,125 square metres and a 1,325 square metre sales area. It is proposed to provide a total of 136 car parking spaces together with 40 cycle parking spaces.
- 1.4 The originally submitted plans proposed to site the store along the eastern boundary with car parking to the north-west, west and south of the site. Amended plans were submitted to address objections received from the

Environment Agency with regards to the impact on the existing water culvert that runs along the eastern boundary of the site.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
44/36723/HIST	P/1069B/71/72:- (Revised application) use of land for the display of commercial vehicles (maximum 6 vehicles).	Granted	12.07.1972
44/36724/HIST	P/97/74:- Construction of new service bays	Granted	10.04.1974
44/36728/HIST	03/EDP/1037/79:- (Outline) Extension of workshop	Granted	05.03.1980
44/36730/HIST	P/1037/79/80:- (Approval of details) Extension to workshop.	Granted	09.04.1980
44/36731/HIST	P/4454/80:- Conversion of tyre fitting bay and stores to offices	Granted	05.11.1980
44/36736/HIST	10087/04:- Extension to existing spare parts store	Granted	24.05.1988
44/36737/HIST	10087/05:- Extension to existing workshops	Granted	06.09.1988
44/36739/HIST	P/141/59:- Use of land for industrial development	Granted	16.06.1959
44/36740/HIST	P/141/59/60:- Industrial premises	Granted	16.02.1960
18/00444/DEM	The Watts Truck Centre on Mercia Road, Gloucester is proposed to be demolished.	Prior Approval	6.07.2018

3.0 PLANNING POLICIES

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

3.2 National Guidance

National Planning Policy Framework (NPPF) and Planning Practice Guidance.

3.3 Development Plan

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted 11 December 2017)

Relevant policies from the JCS (Main Modifications) include:

- SP1 - The need for new development
- SP2 – Distribution of new development
- SD1 – Employment – Except Retail Development
- SD2 – Retail and City/Town Centres
- SD3 – Sustainable design and construction
- SD4 – Design requirements
- SD6 – Landscape
- SD9 – Biodiversity and geodiversity
- SD14 – Health and Environmental Quality

- INF1 – Transport network
- INF2 – Flood risk management
- INF3 – Green Infrastructure
- INF5 – Renewable Energy/Low Carbon Energy Development
- INF6 – Infrastructure delivery
- INF7 – Developer contributions

3.4 City of Gloucester Local Plan (Adopted 14 September 1983)

The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. Paragraph 213 of the NPPF states that ‘...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.’ Therefore it is considered that the 1983 Local Plan is out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy.

**Emerging Development Plan
Gloucester City Plan**

- 3.5** The Gloucester City Plan (“City Plan”) will deliver the JCS at the local level and provide policies addressing local issues and opportunities in the City. The Draft Gloucester City Plan 2017 takes forward the results of previous consultations and was subject to consultation January and February 2017. As the Plan is at an early stage, it is considered that it carries limited weight in accordance with paragraph 48 of the NPPF.

**Other Planning Policy Documents
Gloucester Local Plan, Second Stage Deposit 2002**

- 3.6** Regard is also 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. The following “day-to-day” development management policies, which are not of a strategic nature and broadly accord with the policies contained in the NPPF, should be given some weight:

- S.4a – New Retail Developments outside of Designated Centres
- BE.11 – Shopfronts, Shutters and Signs
- E.4 – Protecting Employment Land
- S.9 – New District and Local Centres
- S.10 – District Centres

- 3.7** All policies can be viewed at the relevant website address:- national policies: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
Gloucester City policies: <http://www.gloucester.gov.uk/resident/planning-and-building-control/planning-policy/Pages/current-planning-policy.aspx>

4.0 **CONSULTATIONS**

- 4.1 **Highway Authority** – No highway objection is raised subject to the inclusion of conditions.
- 4.2 **Civic Trust** – Acceptable. A better use of this prominent site than the commercial vehicle depot. The revised application with brick elevations is an improvement on the original plans.
- 4.3 **Environment Agency** – No objection.
- 4.5 **Environmental Protection Officer** – No objection subject to the inclusion of conditions.
- 4.6 **Lead Local Flood Authority (LLFA)** - No objection to the revised proposals subject to the inclusion of conditions.
- 4.7 **Drainage Advisor** – No objection subject to the inclusion of conditions.
- 4.8 **City Archaeologist** – The submitted geoarchaeological report confirms that the site contains, at a depth, an intact alluvial sequence of Holocene date which may contain organic deposits of some archaeological or palaeoenvironmental significance. The significance of these deposits are difficult to judge at this stage, (sample retention during the initial survey was poor), but they may be of some importance to our understanding of the development of the historic branch of the River Severn that used to exist in this location, and hence to the development of Gloucester. Having reviewed the development proposals the only likely impact on these deposits will be from the use of piled foundations. The City Archaeologist has raised no objection on the basis that any impact can be mitigated by a programme of archaeological work in advance of development and has recommended that a condition be attached to any permission requiring the implementation of a programme of archaeological work. The condition will provide for a programme of geoarchaeological borehole survey to be undertaken in advance of groundworks on site and provision for appropriate analysis and dissemination.
- 4.9 **Contaminated Land Advisor (WRS)** – WRS have advised that further works are required and these can be secured by the inclusion of the standard contaminated land condition.
- 4.10 **Landscape Advisor** - The number and species of trees shown on the amended plan is considered acceptable. There are a number of trees shown planted within the car park area that are not within planting beds and a condition is recommended to require details of tree pits to be submitted and approved to demonstrate that sufficient root zone would be provided through the use of a cellular system. Alternatively, and preferably, the car park layout could be amended to incorporate some good sized planting beds.
- 4.11 **Tree Officer** – No objection to the amended scheme.

- 4.12 **Ecology Advisor** - No objection is raised subject to the inclusion of conditions.
- 4.13 **Wales and West Utilities** - Gas pipes owned by other GT's and also privately owned pipes may be present in this area. Information with regard to such pipes should be obtained from the owners. Should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 Neighbouring properties were notified and press and site notices were published. No letters of objection have been received.
- 5.2 The full content of all correspondence on this application can be viewed on:

<http://www.gloucester.gov.uk/resident/planning-and-building-control/Pages/public-access.aspx>

6.0 OFFICER OPINION

Legislative background

- 6.1 An application under Section 73 of the 1990 Act allows for the variation or removal of conditions associated with an existing planning permission. This application seeks to vary conditions to allow for a minor material amendment.
- 6.2 The National Planning Practice Guidance (PPG) advises that there is no statutory definition of 'minor material amendment' but that it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.
- 6.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 6.4 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:
- a) the provisions of the development plan, so far as material to the application;
 - b) any local finance considerations, so far as material to the application; and
 - c) any other material considerations.
- 6.5 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the partially saved 1983 City of Gloucester Local Plan. However, as outlined earlier, the 1983 Local Plan is considered to be out-of-date.

- 6.6 It is considered that the main issues with regards to this application are as follows:
- 6.7 **Retail Policies**
The proposed A1 retail use is defined as a main town centre use by the National Planning Policy. Policy SD2 of the Joint Core Strategy sets out the requirements for new retail floorspace in Gloucester. The Policy identifies that “in advance of the immediate retail review, for the interim, the city centre boundary and primary shopping area boundaries, and primary frontages and secondary frontages for Gloucester city centre are set out on the policies map”. The application site is located outside of the city centre boundary and primary shopping area boundaries.
- 6.8 Policy SD2 provides that proposals for A1 retail development located outside of the Primary Shopping Area and that are located outside of a designated centre will be assessed against the requirements of the sequential test and impact test as set out in the National Planning Policy Framework and Planning Practice Guidance.
- 6.9 The Council has commissioned a retail consultant, DPDS Consulting, to advise on the retail considerations and the consultant’s advice is included in relevant sections of the report.
- 6.10 The current application is supported by the following retail information: Planning Statement (dated 18th July 2017), GVA Retail Assessment Addendum Report (dated August 2017) and Letter dated 8th November 2017.
- 6.11 **Sequential Test**
The sequential test requires “main town centre uses” to be located in town centres, then in edge of centre locations, and only if suitable sites are not available (or expected to become available in a reasonable period) should out of centre sites be considered. When considering edge and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored. (NPPF paragraphs 86-87).
- 6.12 The Applicant has considered a number of City centre sites together with out-of-centre sites which might be more accessible or better connected to the Primary Shopping Area and conclude that none of the sites tested are available in the appropriate timescales or significantly better connected. DPDS generally agree this to be the case.
- 6.13 The Applicant has not considered vacant units which might be suitable. However, these sites have been considered by DPDS who are satisfied that based on their knowledge and assessment of the available vacant units there are no vacant units that can be considered suitable for medium sized food stores and that no further information is required from the Applicant.

- 6.14 In advising the City Council DPDS conclude that the sequential test is passed. The focus should be on the City centre and the Applicant has considered the relevant sites. It has failed to consider two significant vacant units (former BHS and Argos) but DPDS conclude that they are unsuitable for a self-service supermarket reliant on trolleys. Other centres in Gloucester and Tewkesbury are not central enough to the likely catchment area of a food store of the size proposed on this site to offer reasonable alternatives.
- 6.15 **Retail Impact Assessment**
The NPPF states that impact assessments should be required for retail developments over 2,500 square metres or any local threshold for out-of-centre retail developments that are not allocated in a local plan. The Practice Guidance (PG) clarifies that this refers to “*the gross retail floorspace defined as the total built floor area measured externally which is occupied exclusively by a retailer or retailers, excluding open areas used for the storage, display or sale of goods*”.
- 6.16 The Applicants were asked to provide additional information in relation to retail impact assessment which was provided by way of a letter from GVA dated 8th November 2017.
- 6.17 Following the submission of this additional information DPDS has concluded that the predicted trade diversion does not appear unreasonable and it is expected that the majority of the trade would be drawn from the large food stores and other discount food stores, most especially from Tesco at St Oswalds. DPDS has indicated that they would have expected more trade diversion from the existing Lidl stores, however, these are all out-of-town and the impact would not generally be given weight.
- 6.18 The trade diversion from the City centre adds up to £0.63m and represents about 8% of the proposal’s turnover. This is about the same percentage as for the commitments overall and DPDS consider this to be a reasonable judgement. The trade diversion amounts to about 3.6% of the post commitment City centre convenience goods turnover. The cumulative impact taking account of the existing commitments would be about 11% if no account is taken of the internal trade diversions between the proposed and the commitments. DPDS has estimated that allowing for internal trade diversion within the commitments and the proposal the impact would be about 3.5%.
- 6.19 These figures need to be seen in the context of the overall City centre turnover and DPDS concludes that the impact could not be considered significantly adverse in the wider context even in allowing for growth in the proposals by 2021. The cumulative impacts are of more concern. A healthy convenience goods sector in the City centre is of benefit to any centre’s vitality and viability and the combined impact of the food store proposals is beginning to erode convenience goods offer in Gloucester. Nevertheless, the proposed Lidl would cause a relatively small proportion of the cumulative impact and DPDS has advised that it would be unreasonable to refuse the application on retail impact grounds in this circumstance.

- 6.20 DPDS concludes that the retail impact of the proposal could not be considered as significantly adverse and that there is no retail impact objection to the proposal. However, DPDS advise the cumulative impact of food sector proposals is beginning to mount up and future proposals should be considered carefully.

Retail Policy Conclusion

- 6.21 As outlined above, the information submitted in support of the application demonstrates that there are no suitable sequentially preferable sites available and that the sequential test is passed. It is also accepted that the proposal would not have a significant adverse impact on any centre. The retail information prepared in support of the application was submitted and assessed prior to the publication of the revised NPPF dated 24th July 2018. However, DPDS has confirmed that it is satisfied that the revisions do not materially affect the advice provided related to this application.

- 6.22 On this basis there are no outstanding retail planning policy objections to the application and it is considered that the proposed development would accord with retail policies in the NPPF and Policy SD2 of the JCS.

6.23 Design, Layout and Landscaping

The NPPF states that good design is a key aspect of sustainable development. Paragraph 127 sets out criteria for achieving well-design places while paragraph 130 provides that permission should be refused for development of poor design. JCS Policy SD3 requires all developments to demonstrate how they contribute to the principles of sustainability, Policy SD4 sets out requirements for high quality design while Policy SD6 requires development to protect or enhance landscape character.

- 6.24 The original plans proposed a full height glazed shopfront to the southern elevation with the use of through coloured white render with a contrasting plinth together and cladding materials to all other elevations. Amended plans have since been submitted which have introduced red multi stock brick along with piers which contrast with the glazing and cladding to both the northern and western elevations fronting the customer car parks. The entrance and shopfront comprise of full height glazing to the underside of a canopy. The render has been retained to the rear and side elevations which now incorporates brick columns and a brick plinth to help 'break up' the elevation and create interest. The proposal is an improvement on both the existing buildings on the site and the originally submitted scheme. Overall the Urban Design Officer has confirmed that the proposed changes to the elevations are considered to be an improvement and acceptable in design terms.

- 6.25 Amended landscaping plans have also been received introducing additional tree planting both within the car parking area and along the north, west and eastern elevations to provide a landscape structure to both St Oswalds Road and Mercia Road and help soften views to the development. The planting would also help filter views from the rear of the adjacent residential properties. Both the Tree and Landscape Officers have confirmed that the revised plans are acceptable.

6.26 **Traffic and Transport**

Paragraph 109 of the NPPF provides that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts upon the road network would be severe. Policy INF1 of the JCS requires safe and accessible connections to the transport network.

6.27 The development site is located adjacent to Mercia Road which provides access from the A417 / Mercia roundabout to an industrial estate to the south of the development. Mercia Road is a Class 4 highway subject to a 30mph speed limit, features footways both sides of the carriageway and is street lit. Two way traffic flow is provided from the roundabout to a point approximately 35 metres to the south of the roundabout. From here Mercia Road runs on a one way loop system through the industrial estate. Alternative non-car based transportation is available on Priory Road via the bus stops located approximately 340 metres from the site. The stops are served by a regular bus service which connects to the City centre.

6.28 **Parking**

The proposed development includes provision for 136 car parking spaces of which 8 would be disabled and 7 designated family spaces.

6.29 To support the proposed parking provision, the applicant has undertaken a car parking accumulation exercise based on the predicted trip rates determined through a TRICS trip rate analysis. The parking accumulation study has been demonstrated in Section 5 of the revised Transport Assessment. It has demonstrated a peak parking demand of 76 vehicles at the retail peak time (Saturday). The accumulation therefore demonstrates that there would be sufficient parking provision despite the reduction in spaces. This is accepted by the Highway Authority.

6.30 There is no risk of indiscriminate parking over-spilling from the development due to Mercia Road having single yellow lines prohibiting parking at certain times of the day and St Oswalds Road being subject to a clear way traffic order preventing the stopping of vehicles for parking or loading means.

6.31 The disabled parking provision and family parking spaces are conveniently located close to pedestrian entrances; the disabled parking spaces contain suitable hatched transfer zones located either side and to the rear of each bay.

6.32 Given the sites sustainable location and access via alternative means of transport, the level of parking provision would be deemed acceptable in accordance with the NPPF. The parking layout is suitable for the proposed site usage with spaces complying with the local standards of 2.4m x 4.8m with in excess of 6.0m drivable surface In front of them to allow for ease of access.

6.33 40 cycle spaces are suitably located within the car park and provide opportunity for an alternative sustainable means of travel other than the private motorcar.

6.34 **Layout**

The submitted drawings have adequately demonstrated an articulated HGV measuring 16.5m long entering, manoeuvring within and egressing the site without coming into conflict with any upright kerb-line structures, trees or formal parking spaces. However, as a result of the revised delivery bay location, the reverse manoeuvre covers a significant distance. The manoeuvre involves the vehicle entering the site, stopping close to the access, reversing over large un-delineated area and also crossing the marked pedestrian crossing point. This increases the risks of conflict and it is therefore recommended that a Delivery Management Plan is secured by way of condition to ensure deliveries occur outside of retail opening hours.

6.35 The area of car park near to the access is large and open with no de-lineation to show who's priority it is while manoeuvring in that area. Conflict can occur from a number of directions, exacerbated by the presence of the pedestrian crossing point. The large open area lacks legibility and may result in conflict and intimidation to pedestrian users. A form of lane guidance and associated directional arrow markings would ensure that motorists are aware of who has priority in this area and in which direction to navigate the car park. It would also provide comfort to pedestrians using the internal crossing as they would know where the vehicles are coming from and going to. These measures can be secured by way of planning condition.

6.36 **Travel Plan**

Paragraph 111 of the NPPF provides that all significant generators of traffic movements should be required to provide a Travel Plan. JCS Policy INF1 provides that applications may be required to be accompanied by a Travel Plan. The Travel Plan should be formulated in accordance with the GCC Travel Plan Guidance for developers.

6.37 The Department for Transport (DfT) defines a travel plan as “a long term management strategy that seeks to deliver sustainable transport objectives through positive action”. Such plans could include; car sharing schemes, commitment to improving cycle facilities, dedicated bus services or restricted parking allocations. A successful Travel Plan should offer users whether they are employees, residents or visitors a choice of travel modes from sites or premises.

6.38 The submitted Travel Plan for this application aims to minimise the number of single occupancy staff car journeys made to and from the site, to promote travel by sustainable modes of transport, and to manage the overall transport impacts of the development. The travel plan aims to:

- Ensure that the predicted vehicular trip rates remain worst case, with annual reductions achieved.

- Achieve annual increases in the proportion of staff travelling by public transport, walking or cycling, and
 - Educate and encourage the use of more sustainable modes of travel.
- 6.39 Overall the Highway Authority has raised no objection to the application subject to the inclusion of number conditions.
- 6.40 **Residential Amenity**
 Paragraph 127 (f) of the NPPF provides that planning should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience. This is reflected in Policy SD14 of the JCS which requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants.
- 6.41 The proposed store would back onto the rear gardens of existing residential properties in Deans Way along the eastern boundary of the site. The distance between the rear of the houses to the rear wall of the proposed new store ranges from between approximately 22 – 27 metres. The height of the rear of the store is approximately 5.5 metres. There are no windows proposed in the rear elevation.
- 6.42 A Noise Assessment was submitted in support of the application which has been reviewed by the Environmental Protection Officer. The report concludes that the installation of specified plant for the store would comprise a “low impact” in the context of the guidance set out in BS4142:2014, during both the daytime and night time period, without the necessity for additional mitigation.
- 6.43 The report also identifies that noise from vehicle deliveries during the day or night is unlikely to significantly increase noise levels at the closest sensitive dwellings and as such, would result in no impact, which should equate to no restrictions on delivery hours on noise grounds.
- 6.44 The assessment identifies that noise from customer vehicles movements within the car park during the day is unlikely to give rise to a significant increase in noise levels at the closest sensitive dwellings and as such, would result in no worse than a negligible impact.
- 6.45 The main impacts on the neighbouring properties need to be considered in terms of the physical impact of the building and any disturbance associated with its use.
- 6.46 Given the distances between the rear of the dwellings, orientation, design and overall height of the proposed building it is not considered that it would result in any undue impact in terms of overlooking, overbearing or overshadowing that would warrant a refusal of planning permission.

6.47 The planning application was accompanied by a Noise Impact Assessment to assess the potential noise impact arising from the replacement store, car parking and servicing. This has been reviewed by the Environmental Health Officer who is satisfied that, subject to the inclusion of conditions, there would be no significant noise impact from the use of the car park, service yard or mechanical services equipment and overall there would be no demonstrable harm to the amenities currently enjoyed by the occupiers of the neighbouring dwellings.

6.48 Drainage and Flood Risk

The NPPF requires that development is directed to the areas at lowest risk of flooding, that new development should take the opportunities to reduce the causes or impacts of flooding, should not increase flood risk elsewhere and take account of climate change. Policy INF2 of the JCS reflects the NPPF, applying a risk based sequential approach, requiring new development to contribute to a reduction in flood risk and requiring the use of sustainable drainage systems.

Flood Risk at the Site

6.49 The application site is situated mostly within Flood Zone 3 associated with the tidal/fluvial flooding from the River Severn and its combined effect on the culverted River Twyver. The southern part of the site is located within Flood Zone 2.

6.50 The application is supported by a Flood Risk Assessment which considers the Sequential Test. The proposal is for a new supermarket which has a flood risk classification of 'less vulnerable' which is unchanged from the existing use on the site.

6.51 A sequential approach has now been taken to the site layout with the revised plans relocating the new store to higher land to the southern part of the site within Flood Zone 2.

6.52 The site is currently occupied by an existing business, it is surrounded by commercial development and it is accepted that there are unlikely to be any sequentially preferable sites available and suitable which could accommodate the application proposal in this area of the City. Whilst it is usual to expect a sequential test to consider sites within the administrative area a case can be made in terms of the locational criteria for a new discount foodstore in this particular area of the City. On balance it is considered acceptable in terms of the principle of the sequential test.

6.53 The proposed use is classified as 'Less Vulnerable' and as such does not explicitly have to pass the exception test although the guiding principles of the test should still be adhered to. The proposal is a redevelopment of an existing and sustainable brownfield site which would bring about economic and environmental benefits. The development would be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere and would reduce flood risk overall and as such it is considered that the principles of the exceptions test have been met.

- 6.54 The issue of impact on flood risk elsewhere is dealt with in the section below. It needs to be demonstrated that the application will be safe for its lifetime taking into account the vulnerability of its users. As part of this, it needs to be demonstrated that there is safe access and egress.
- 6.55 The Applicant has provided additional information and amended plans to address the issue of safe access and egress during a design storm event. It is proposed to provide a raised walkway leading from the emergency escape door to the rear (west) of the store to the site access. It is also proposed to provide a flood management and evacuation plan for the site.

Impact of the Development on Flood Risk Elsewhere

- 6.56 The Environment Agency has advised that this development would reduce the built footprint currently located within Flood Zone 3 which is deemed a benefit and overall when taking account of the potential impacts of climate change there would be a small reduction in built development upon the site.
- 6.57 The Lead Local Flood Authority and City Council's Drainage Advisor have confirmed that the site would attenuate surface water for the 1 in 100 year plus climate change event. The controlled discharge rate of 5 l/s has been agreed as being acceptable.

SuDS (Water Quality)

- 6.58 The Applicant had confirmed that a proprietary stormwater treatment system would be installed to ensure that water quality is maintained and this is acceptable to the LLFA and City Council's Drainage Advisor.

Maintenance of the Culvert

- 6.59 The relocation of the building has removed the need to divert the existing culvert of the River Twyver and provides the minimum sufficient easements through the site which provides some betterment at the southern boundary. Whilst not accommodating the normal 8 metre width, (as measured from the culverts outside edge), the Environment Agency has confirmed that the layout is acceptable from a maintenance access perspective. Separate formal permissions would be required from the Environment Agency for the new building in the form of a Permit for Flood Risk Activities under the Environmental Permitting Regulations.
- 6.60 Sufficient information has now been provided to demonstrate that subject to conditions the proposals would comply with the policies relating to drainage and flood risk.
- 6.61 **Land Contamination**
Policy SD14 of the JCS requires that development proposals incorporate the investigation and remediation of any land contamination.
- 6.62 The proposed site falls within an area identified as 'Cattle Market Landfill Site' and is shown by gas monitoring undertaken so far to be producing landfill gas. At the time of the site investigation the site is described as being in use as a

vehicle maintenance workshop, parts storage warehouse and offices. The vehicle maintenance workshop includes a number of bays and inspection pits, numerous above ground fuel tanks and large storage drums and containers containing oils, anti-freeze, fuels and other substances. Storage of these materials is also noted in the parts storage building and elsewhere across the site.

6.63 Site investigation undertaken on the site identified an exceedance of the assessment criteria for lead of 3600mg/kg within the made ground at WS13 and asbestos in one sample from WS06. Total Petroleum Hydrocarbons were also encountered in soils and groundwater.

6.64 It is noted that site investigation was limited due to the vehicle maintenance business being operational at the time and therefore significant areas of the site were not investigated. Further site investigation would be required following decommissioning and demolition of buildings on site.

6.65 Ground gas monitoring undertaken as part of the site investigation has confirmed high levels of carbon dioxide with a highest reading of c.21%. At the time of the report only two rounds of gas monitoring had been completed out of a proposed twelve. Given that the development is to be located on a former landfill site it is critical that a full and detailed gas risk assessment is undertaken following suitably robust monitoring data in line with best practice and relevant guidance. This should then be used to fully inform the requirement for gas protection measures. Additionally, the impact that the development may have on the gassing regime at the site, and implications to off-site receptors, should be assessed and suitable mitigation measures employed if required.

6.66 The City Council's Contaminated Land Advisors (WRS) review planning applications in relation to human health as well as the wider environment. WRS echo the points raised in the EA response concerning ground water and leachate from the landfill site. WRS has advised that further works are required and that these can be adequately secured by way of condition.

6.67 **Ecology**

Policy SD9 of the JCS provides that the biodiversity and geological resource of the JCS will be protected and enhanced.

6.68 Ecological survey results including bat surveys have been provided. Protected species (bats) were observed foraging on site and nesting birds were also found to be using the site. Provided works are timed as outlined in the Ecology Report protected species would not be negatively impacted upon by this development. The planting plan, particularly the inclusion of a wildflower meadow area is positive. The City Council's Ecology Advisor has raised no objection subject to the inclusion of conditions.

6.1 **Economic Considerations**

The construction phase would support employment opportunities and therefore the proposal would have some economic benefit. The post

development employment opportunities and the operation of the store would also result in economic benefits. In the context of the NPPF advice that “*significant weight should be placed on the need to support economic growth and productivity*”, this adds some weight to the case for granting permission.

6.2 **Conclusion**

This application has been considered in the context of the policies and guidance referred to above. The proposal is consistent with those policies and guidance in terms of design, materials, highway safety implications, impact upon the amenity of any neighbours and the local area; the proposal is acceptable and accordingly it is recommended that planning permission be granted

7.0 **RECOMMENDATIONS OF THE CITY GROWTH AND DELIVERY MANAGER**

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

Condition 1

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

Reason

Required to be imposed by 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 application form, and drawing numbers 1237 004 rev N, 005 Rev C, 006 Rev E, 007 Rev A ,008 Rev A and A103204 – SPA01 Rev D and SK01 Rev E except where these may be modified by any other conditions attached to this permission.

Reason

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

Condition 3

The development hereby permitted shall not commence until a detailed Sustainable Drainage System (SuDS) Strategy, based on the proposal set out in the applicant’s submission and supplementary information Annexe B dated 11 July, 2018, has been submitted to and approved in writing by the Local Planning Authority. The SuDS Strategy must include a detailed design, maintenance schedule, confirmation of the management arrangements and a timetable for implementation. The SuDS Strategy must demonstrate the technical feasibility/viability of the drainage system through the use of SuDS to manage the flood risk to the site and elsewhere and the measures taken to manage the water quality for the life time of the development. The scheme for

the surface water drainage shall be carried out in accordance with the approved details before the development is first put in to use/occupied.

Reason

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

Condition 4

The building hereby permitted shall not be occupied until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The approved SUDS maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason

To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

Condition 5

The building hereby permitted shall not be occupied until a scheme indicating measures to prevent vehicles being washed away in flood conditions has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use and maintained for the lifetime of the development.

Reason

Where design flood depths exceed 0.3 m, vehicles may become entrained in flood flows. In this situation, bollards are required to prevent vehicles being washed away and causing a nuisance. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for flood risk in the locality.

Condition 6

The building hereby permitted shall not be occupied until a Flood Warning & Evacuation Plan (FWEP) has been submitted to and approved in writing by the Local Planning Authority. The details submitted shall include (but not be limited to):

- i) Proposals for flood warnings

- ii) The emergency evacuation walkway referenced in Waterco's technical note dated 11th July 2018, and as shown on 1237 004 Rev N.
- iii) The remote sensor to be installed upstream of the culvert.
- iv) Signage

The approved FWEP shall be implemented in full prior to the development is first brought into use and maintained for the lifetime of the development.

Reason

To ensure that the development remains safe for its users over the lifetime of the development. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for flood risk in the locality.

Condition 7

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to D have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until part D has been complied with in relation to that contamination.

A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, *or that phase of the site* whether or not it originates on the site. The contents of the scheme *for the site, or that phase of the site* are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report *for the site, or that phase of the site* is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- I. a survey of the extent, scale and nature of contamination;
- II. an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- III. An appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site, *or that phase of the site*, to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme *for the site, or that phase of the site*, must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme *for the site, or that phase of the site*, must accord with the provisions of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme *for the site, or that phase of the site*, must be carried out in accordance with its terms prior to the commencement of development *on the site, or that phase of the site*, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works *on the site, or that phase of the site*.

Following completion of measures identified in the approved remediation scheme, *for the site, or that phase of the site*, a verification report (referred to elsewhere as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, *or that phase of the development* that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part A, and where remediation is necessary a remediation scheme *for the development, or that phase of the development* must be prepared in accordance with the requirements of part B, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme *for the development, or that phase of the development*, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part C.

E. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme *for the site, or that phase of the site*, to include monitoring the long-term effectiveness of the proposed remediation,

and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme for the site, or that phase of the site, and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out on the site, or that phase of the site, must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason

To ensure that appropriate measures are in place prior to the commencement of any works 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 SD14 of the adopted Joint Core Strategy (2017).

Condition 8

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 54m distance in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

Reason

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

Condition 9

The building hereby permitted shall not be occupied until the vehicular parking, and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no. 1237 004 Rev N, and those facilities shall be maintained available for those purposes thereafter.

Reason

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

Condition 10

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plans and those facilities shall be maintained for the duration of the development.

Reason

To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

Condition 11

The approved Travel Plan shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that the opportunities for sustainable transport modes are taken up in accordance with paragraphs 32 and 36 of the National Planning Policy Framework.

Condition 12

The building hereby permitted shall not be occupied until the pedestrian refuse island has been provided in accordance with the submitted plan drawing no. A103204-SK01 Rev E and is open to the public, and those facilities shall be maintained available for those purposes thereafter.

Reason

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

Condition 13

The development hereby permitted shall not be occupied until all of the existing accesses (including footway crossovers) into the site have been closed up with the adjacent footway reinstated to full height and with full height kerbing at the carriageway edge.

Reason

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

Condition 14

Notwithstanding the submitted details the development hereby permitted shall not be occupied until a 2.0m wide footway continuation has been provided connecting the southern stretch of footway on Mercia road to the site and those facilities shall be maintained available for those purposes thereafter.

Reason

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

Condition 15

The development hereby permitted shall not be occupied until a yellow box junction has been provided in accordance with drawing no. A103204-SK01 Rev E.

Reason

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

Condition 16

Notwithstanding the submitted drawings, no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of all boundary treatments, including precise details of the acoustic fencing to be erected. The boundary treatment and acoustic fencing shall be completed in accordance with a timetable to be agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter maintained in a suitable condition.

Reason

It is important that these details are provided prior to the commencement of development to ensure that adequate protection is provided to neighbouring properties in the interests of residential amenity and to ensure dwellings have satisfactory protection and privacy in accordance with policies BE.21 and BE.4 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 17

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. specify the type and number of vehicles;
- ii. provide for the parking of vehicles of site operatives and visitors;
- iii. provide for the loading and unloading of plant and materials;
- iv. provide for the storage of plant and materials used in constructing the development;
- v. provide for wheel washing facilities;
- vi. specify the intended hours of construction operations.

Reason

To ensure that appropriate measures are in place prior to the commencement of development to reduce the potential impact on the public highway and

accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework and to safeguard residential amenity and prevent pollution in accordance with policies Policies INF1 and SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017) and paragraph 35 of the National Planning Policy Framework.

Condition 18

No development shall take place, including any works of demolition, until a Dust Management Plan (DMP) has been submitted to and approved in writing by the Local Planning Authority. The DMP shall include detailed measures relating to the minimisation and control of dust emissions from the groundworks/demolition/construction phases, in accordance with Guidance on the assessment of dust from demolition and construction - Institute of Air Quality Management (2014). The DMP shall specify mitigation measures in respect of minimisation and control of dust emissions from the proposed development site. The approved Statement shall be adhered to throughout the construction period.

Reason

To ensure that appropriate measures are in place prior to the commencement of development to protect the amenity of local residents in accordance with Policy SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 19

No mobile plant or vehicles shall be operated on the site other than those with a “white noise” type reversing warning alarm system, or an alternative system approved in writing by the Local Planning Authority. For the avoidance of doubt, this condition applies to all vehicles on the site during both the construction phase (including demolition and preparatory groundworks) and to vehicles delivering goods to the unit directly after first occupation of the development and thereafter for the lifetime of the development.

Reason

To ensure that appropriate measures are in place prior to the commencement of development to protect the amenity of local residents in accordance with Policy SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 20

Prior to beneficial occupation of the site, details of a Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Delivery Management Plan shall be adhered to in all respects unless amendments to the plan have first been agreed in writing by the Local Planning Authority.

Reason

To ensure that appropriate measures are in place prior to the commencement of development to minimise hazards and inconvenience for users of the

development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

Condition 21

A Car Park Lane Guidance scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the opening of the building and associated car park to public use and maintained thereafter.

Reason

To minimise hazards and inconvenience for users of the development by ensuring a safe and secure layout that minimises conflict between traffic, cyclists and pedestrians in accordance with Section 4 of the NPPF.

Condition 22

During the construction (including demolition and preparatory groundworks) phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site outside the following times: Monday-Friday 8.00 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 SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 23

All delivery roller shutter doors shall remain closed between 23:00 and 07:00 hours, except for access.

Reason

To protect the amenity of local residents in accordance with Policy SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 24

No development works above DPC level shall take place until details or samples of materials to be used externally on walls, roofs, windows and external doors, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason

To ensure a satisfactory appearance of the development in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 25

No construction of any building shall commence until details of measures to discourage seagulls from nesting and roosting on the building have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to the occupation of any building, unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of the appearance of the development and to avoid nuisance caused by nesting and roosting seagulls, in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 26

The landscaping scheme as shown on the approved drawing no. P.877.17.04 Rev. F shall be carried out concurrently with the development hereby permitted and shall be completed no later than the first planting season following the completion of the development. The planting shall be maintained for a period of 5 years. During this time any trees, shrubs or other plants which are removed, die, or are seriously retarded shall be replaced during the next planting season with others of similar size and species unless the local planning authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5 year maintenance period.

Reason

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 27

No tree or shrub removal or works to the building liable to impact upon nesting birds shall take place between 1st March and 31st August inclusive unless a survey (by a suitably qualified ecologist) to assess the nesting bird activity on the site during this period and a scheme to protect the nesting bird interest on the site have first been submitted to and approved in writing by the Local Planning Authority and then implemented as approved.

Reason

To safeguard biodiversity as set out by Wildlife and Countryside Act 1981 (as amended), section 11 of the National Planning Policy Framework and policies SD9 and INF3 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 28

Prior to the beneficial use of the development hereby permitted a biodiversity enhancement scheme, such as incorporation of permanent roost/nest features for bats and birds (such as Schwegler type bat and bird boxes on buildings or trees), shall be submitted to and approved in writing by the Local Planning

Authority. The approved scheme shall include elevation and block plans detailing the type, design, number and location of biodiversity enhancements proposed and their timescale for installation. Development shall be carried out and thereafter maintained in accordance with the approved details.

Reason

To secure biodiversity mitigation and enhancement in accordance with Policy SD9 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 29

The gross external floorspace of the approved building shall not exceed 2,125 sq. m and the net sales floorspace as defined by the National Retail Planning Forum* shall not exceed 1,325 sq. m. The proportion of the net sales area to be used for the sale of comparison goods shall not exceed 20% of the net sales floorspace.

Reason

To define the terms of this permission and in order to protect the vitality and viability of existing centres and to ensure the store retains its status as a deep discount retail food-store.

**The area within the walls of the shop or store to which the public has access or from which sales are made, including display areas, fitting rooms, checkouts, the area in front of checkouts, serving counters and the area behind used by serving staff, areas occupied by retail concessionaires, customer services areas, and internal lobbies in which goods are displayed; but not including cafes and customer toilets*

Condition 30

The development hereby permitted shall only be used as a Class A1 retail foodstore. This shall be restricted to 'limited product line deep discount retailing', and shall be used for no other purpose falling within Class A1 of the Town and Country Planning (Use Classes) Order 1987. 'Limited product line deep discount retailing' shall be taken to mean the sale of no more than 2,000 individual product lines.

Reason

To define the terms of this permission and in order to protect the vitality and viability of existing centres and to ensure the store retains its status as a deep discount retail food-store.

Note 1

The proposed development will involve works to be carried out on the public highway and the applicant/developer is required to enter into a legally binding Highway Works Agreement (including an appropriate bond) with the County Council before commencing works.

Note 2

You are advised to contact Amey Gloucestershire 08000 514 514 to discuss whether your development will require traffic management measures on the public highway.

Note 3

Wales and West Utilities has pipes in the area and apparatus may be affected and at risk during construction works. The developer should contact Wales and West Utilities to discuss the requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable. You must not build over any of our plant or enclose our apparatus.

Note 4

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 Gloucestershire Building Control Partnership on 01453 754871 for further information.

Note 5

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.

Note 6

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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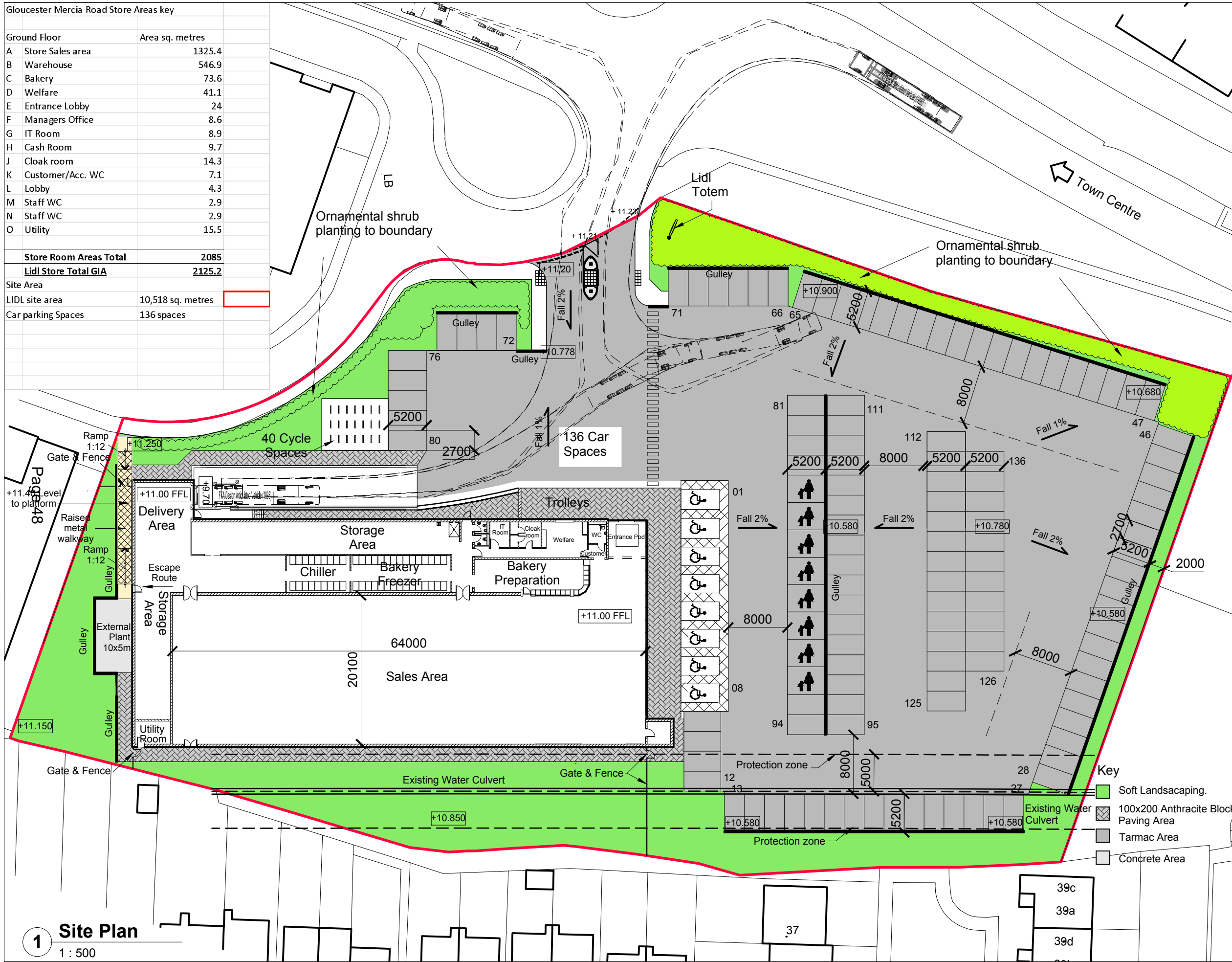
Person to contact: Caroline Townley
(Tel: 396780.)

Gloucester Mercia Road Store Areas key

Ground Floor	Area sq. metres
A Store Sales area	1325.4
B Warehouse	546.9
C Bakery	73.6
D Welfare	41.1
E Entrance Lobby	24
F Managers Office	8.6
G IT Room	8.9
H Cash Room	9.7
J Cloak room	14.3
K Customer/Acc. WC	7.1
L Lobby	4.3
M Staff WC	2.9
N Staff WC	2.9
O Utility	15.5

Store Room Areas Total	2085
Lidl Store Total GIA	2125.2

Site Area	
LIDL site area	10,518 sq. metres
Car parking Spaces	136 spaces



PLANNING

CLIENT



Lidl UK GmbH

MISTRAL
ARCHITECTS & SURVEYORS

□ Architecture □ Surveying □ Project Management
The Old Telephone Exchange Brassknocker Street Magor NP26 3EG
T. 01633 880666 F. 01633 881004
e.mail: info@mistralbuilding.co.uk web: www.mistralbuilding.co.uk

PROJECT

Lidl Gloucester Mercia Road

SHEET

Proposed Site Plan

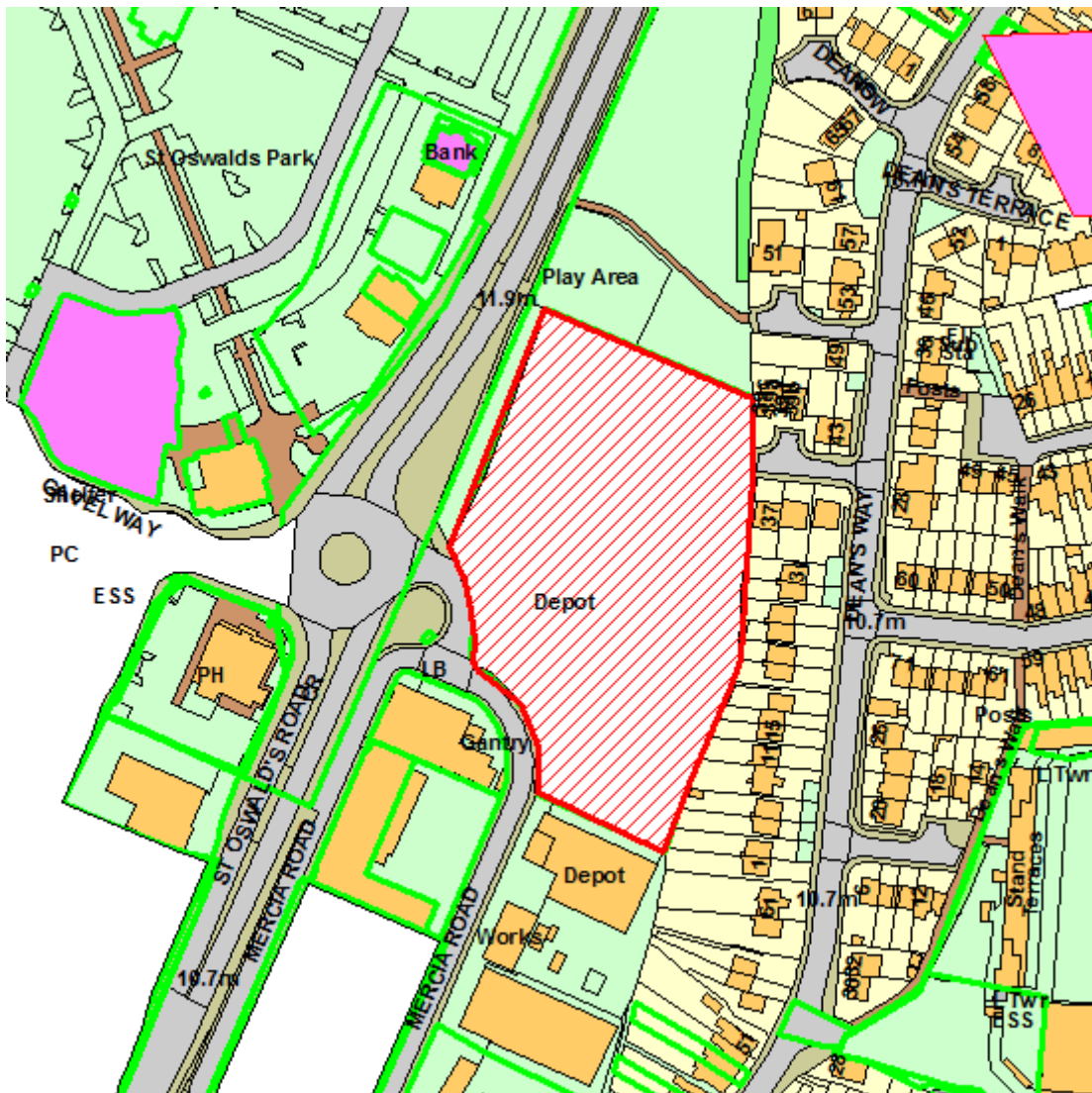
Date	Project number	Scale (@ A3)
10/07/2017	1237	1 : 500
Drawn by	DRAWING NUMBER	REV
TF		
Checked by	1237 004	N
AQ		

1 Site Plan
1 : 500

17/00784/FUL

Watts Truck Centre
Mercia Road
Gloucester
GL1 2SQ

Planning Committee 04.09.2018



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GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	4 th September 2018
Address/Location:	Railway Triangle Site
Application No:	18/00267/FUL
Ward:	Elmbridge
Expiry Date:	07.09.2018 (Time Extension Agreed)
Applicant:	Lok' n Store Limited
Proposal:	Erection of a business and household storage unit (Use Class B8).
Report by:	Caroline Townley
Appendices:	Site Location Plan Site Layout Plan

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is located at the bottom of the access ramp into the Railway Triangle Business Park off Metz Way, with the railway lines to the north and Allstones waste recycling/aggregates site and residential development beyond. The site immediately to the east is currently vacant but has a planning permission for the erection of a restaurant/public house. The site to the west is occupied by the Rygor Mercedes-Benz Commercial Dealership. To the south is Morrison's food store car park.
- 1.2 The application seeks planning permission for the erection of a Lok' n Store business and household storage facility (Use Class B8), with associated access, car parking and landscaping. The proposed building would be sited along the northern boundary of the site backing onto the railway line with the principle façade and car parking fronting onto the roundabout. The front elevation is staggered, with the loading bay section set back.
- 1.3 The proposed building would have a ground floor footprint of 1,423 square metres, with a total gross external area of 5,692 square metres, including three internal mezzanine levels. The building would be staggered in plan and elevational form with an overall height of 15 metres. The building form is simple and functional with a modern finish and a material palette based on Lok' n Store's company colours of white, tangerine and silver cladding. The building would also incorporate a significant amount of glazing to the front elevation.
- 1.4 It is proposed to install solar panels on a portion of the roof area which would provide one third of the energy requirements for the building.

- 1.5 The submitted drawings now incorporate a 5 metre deep landscaping zone along the southern boundary of the site which would incorporate native tree planting to help soften views of the proposed building.
- 1.6 Vehicular access to the site would be via the existing access from Triangle Way. The layout has been designed to allow for vehicle turning and manoeuvring within the site, it includes the provision of 13 car parking spaces with cycle storage spaces provide both internally within the boundary and externally.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
11/00902/OUT	Hybrid application comprising: application for full planning permission for retail foodstore and petrol filling station, associated car parking and servicing works, access road from Metz Way and associated junction and alterations to Metz Way and footpath/cycleway, internal site access roads, alterations and improvements to the underpass and link to Blinkhorns Bridge Lane, and associated landscaping and re-grading works; application for outline planning permission (all matters reserved) for business (Use class B1), industrial (Use class B2), storage and distribution, cash and carry and trade uses (Use class B8) (15,264 square metres); car showroom (1,024 square metres); retail (Use class A1), financial/professional services (Use class A2), restaurant/cafe (Use class A3), public house/bar (Use class A4) and hot food takeaway uses (Use class A5) (761 square metres); and associated car parking, access, servicing, landscaping and re-grading works. Proposals include demolition of existing buildings.	Granted	08.08.2012
14/00300/FUL	Variation of Condition 8 of planning permission 11/00902/OUT to alter the amount of employment floorspace required to be commenced prior to the opening of the Class A1, A2, A3, A4 or A5 uses (from 5000sq metres to 2000 sq metres)	Granted	04.08.2015

16/00158/FUL	The construction of 22.No trade units in 5 separate blocks under use classes B1,B2 and B8 ranging in size from 116.13 sq. m to 232.26 sq. m including new vehicular access and associated forecourts, parking and landscaping.	Granted	16.06.2016
16/00622/FUL	Erection of part single storey / part two storey restaurant / public house (Class A3/A4) with ancillary residential accommodation at first floor and associated external play area, together with means of access, car parking, landscaping and ancillary works.	G3Y	21.10.2016

3.0 **PLANNING POLICIES**

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

National Guidance

3.2 National Planning Policy Framework (NPPF) and Planning Practice Guidance.

Development Plan

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted 11 December 2017)

3.3 Relevant policies from the JCS include:

- SD1 - Employment
- SD3 – Sustainable design and construction
- SD4 – Design requirements
- SD6 – Landscape
- SD9 – Biodiversity and geodiversity
- SD14 – Health and environmental quality
- INF1 –Transport network
- INF2 – Flood risk management
- INF3 – Green Infrastructure

City of Gloucester Local Plan (Adopted 14 September 1983)

3.4 The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. Paragraph 213 of the NPPF states that '*...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.*' Therefore it is considered that the 1983 Local Plan is out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy.

Emerging Development Plan Gloucester City Plan

- 3.5 The Gloucester City Plan (“City Plan”) will deliver the JCS at the local level and provide policies addressing local issues and opportunities in the City. The Draft Gloucester City Plan 2017 takes forward the results of previous consultations and was subject to consultation January and February 2017. As the Plan is at an early stage, it is considered that it carries limited weight in accordance with paragraph 48 of the NPPF.

Other Planning Policy Documents

Gloucester Local Plan, Second Stage Deposit 2002

- 3.6 Regard is also 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. The following “day-to-day” development management policies, which are not of a strategic nature and broadly accord with the policies contained in the NPPF, should be given some weight:

E.4 – Protecting Employment Land

- 3.7 All policies can be viewed at the relevant website address:- national policies:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
Gloucester City policies:
<http://www.gloucester.gov.uk/resident/planning-and-building-control/planning-policy/Pages/current-planning-policy.aspx>

4.0 CONSULTATIONS

- 4.1 **Lead Local Flood Authority** – No objection subject to conditions.
- 4.2 **Drainage Advisor** – No objection to the revised proposals.
- 4.2 **Highway Authority** – No objection subject to the inclusion of conditions.
- 4.3 **Network Rail** – No objection in principle but provides several comments that deal with the safe operation of the railway and protection of its adjoining land.
- 4.4 **Severn Trent Water** – No objection subject to the inclusion of a condition.
- 4.5 **City Archaeologist** – This site, and much of the Railway Triangle, has been subject to a series of archaeological investigations in recent years. Those investigations have not identified any archaeological remains of any significance. The City Archaeologist has confirmed that on this basis an archaeological condition is not required with regard to this site.
- 4.6 **Contaminated Land Advisor** – The Ground Investigation report is very comprehensive and WRS concur with the findings and recommendations. Further gas monitoring investigation and assessment is required to confirm initial gas risk assessment conclusions. No objection subject to the inclusion

of a condition to ensure that the outstanding potential contaminated land issues are appropriately addressed.

- 4.7 **Landscape Advisor** – The revised orientation and location of the building is an improvement as it provides space along the front of the site for landscaping and trees. No objection subject to the inclusion of a landscape condition.
- 4.8 **Policy Officer** – No policy objections to the principle of development.

5.0 PUBLICITY AND REPRESENTATIONS

- 5.1 Neighbouring properties were notified and press and site notices were published. No letters of objection have been received.
- 5.2 The full content of all correspondence on this application can be viewed on:

<http://www.gloucester.gov.uk/resident/planning-and-building-control/Pages/public-access.aspx>

6.0 OFFICER OPINION

Legislative background

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 6.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:
- a) the provisions of the development plan, so far as material to the application;
 - b) any local finance considerations, so far as material to the application; and
 - c) any other material considerations.
- 6.3 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the partially saved 1983 City of Gloucester Local Plan. However, as outlined earlier, the 1983 Local Plan is considered to be out-of-date.
- 6.4 It is considered that the main issues with regards to this application are as follows (Case Officer to list. Potential headings below:

6.5 Principle

The 1983 Adopted Local Plan allocates the site as suitable for industrial development from 1987. From the 2002 plan and Planning Brief the allocation has been for B1, B2 and B8 employment uses, or an alternative use or mix of uses of greater community benefit. The outline planning permission secured a mix of uses including employment uses and was seen to be an acceptable

proposal allowing the regeneration of the site to come forward, with certain mitigation by legal agreement and conditions.

6.6 The principle of the redevelopment of this site is considered to be acceptable and in accordance with both the historic allocations and the outline planning permission in 2012.

6.7 Design, Layout and Landscaping

The NPPF states that good design is a key aspect of sustainable development. Paragraph 127 sets out criteria for achieving well-design places while paragraph 130 provides that permission should be refused for development of poor design.

6.8 The site is located within an existing industrial and retail use area. The design strategy for the wider outline scheme refers to siting the highest quality buildings in the most prominent locations. The application site was shown as a 'class 3' site in the Design Strategy. The 'class 3' sites are described as having a design classification that would encompass plots and uses which occupy less prominent positions and have a lesser expectation of design individuality. The strategy also sought to provide some unifying themes, which in its most rudimentary sense has led to curved designs in the canopies of the foodstore and garage and the roofs of the A Class units.

6.9 Notwithstanding the design classification referred to above, the site is located in a prominent position visible from the first roundabout within the business park. The originally submitted plans proposed a building located on the eastern boundary of the site with the entrance and car parking to the west. Amended plans were submitted to address concerns regarding the failure of the building to address the view from the entrance of the site and the relationship with the approved public house to the east. The amended plans show the building rotated by 90 degrees with the principle façade set back into the plot, creating improved visibility to the roundabout and views from Metz Way. The front elevation of the building would be staggered, with the loading bay now set back from the principle building line of the approved public house. The eastern section of the building has also been reduced in height to help further improve the relationship to the approved public house and also add additional articulation to the front of the building.

6.10 It is proposed to provide a 5 metre deep landscaping zone along the frontage of the site to include native tree planting to help soften the building. It is also proposed to provide a landscaped buffer along the northern boundary of the site to provide a green corridor along the railway and will include a new native hedgerow.

6.11 Overall the revised plans have addressed the original concerns raised and the design, scale and siting of the building is considered acceptable for this business park location and complies with the relevant local and national policy.

6.12 Traffic and Transport

Paragraph 109 of the NPPF provides that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts upon the road network would be severe.

Access

- 6.13 Vehicular access to the site is provided by way of priority T-junction of a bell mouth style onto the internal spine road within the Railway Triangle site. The internal spine road connects to the Metz way by way of signal controlled junction.
- 6.14 Pedestrian access is provided by the existing standard 2.0 metre footways. Pedestrian access is suitable for all users.
- 6.15 Vehicle tracking swept path analysis has been submitted demonstrating that the access/layout can support the largest expected vehicles (16.5m Articulated Vehicle).

Vehicular Trip Generation

- 6.16 The trip generation figures contained within the submitted Transport Statement demonstrates that the proposed use would generate approximately 140 daily two way movements, with 15 trips occurring between the hours of 12:00 - 13:00. The Highway Authority has confirmed that this is considered acceptable and it is not considered that the development peak hours/movements would be detrimental to highway safety as the vehicle trips do not fall within the road peak hours.
- 6.17 The percentage impact increase would not be regarded as significant and the proposal will not result in a severe residual impact upon the local highway network.

Parking

- 6.18 There are no current parking standards in Gloucestershire. The development proposes 13 spaces which include 2 disabled parking bay which are located close to the pedestrian entrance together with 18 cycle spaces. The Highway Authority has confirmed that the proposed level of parking provision is acceptable. The site is sustainably located to residential developments to the north and the City centre to the west which may encourage travel by foot. The site is also accessible to public transport with a bus service every 15 minutes to the City centre. Furthermore, any displacement of parking can be adequately accommodated within the Railway Triangle development and would not cause a detriment to highway safety.

6.19 Residential Amenity

Paragraph 17 of the NPPF provides that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Policy SD14 of the JCS which requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants.

- 6.20 The closest residential units are approximately 130 metres to the north and 160 metres to the south west and both have railway lines between them. It is therefore considered that given the nature of the use proposed it would not cause any undue harm to the amenities of residents.
- 6.21 **Drainage and Flood Risk**
The NPPF requires that development is directed to the areas at lowest risk of flooding, that new development should take the opportunities to reduce the causes or impacts of flooding, should not increase flood risk elsewhere and take account of climate change. Policy INF2 of the JCS reflects the NPPF, applying a risk based sequential approach, requiring new development to contribute to a reduction in flood risk and requiring the use of sustainable drainage systems.
- 6.22 The application site lies within an area designated by the Environment Agency as Flood Zone 1 and would have no impact on flooding. A drainage strategy has been prepared for the site to the satisfaction of the LLFA and City Council's Drainage Advisor.
- 6.23 **Land Contamination**
Policy SD14 of the JCS requires that development proposals incorporate the investigation and remediation of any land contamination.
- 6.24 The site is bounded by railway lines to the north and west and included various embankments, sidings and buildings associated with the railway were on the site between 1902 and 2000.
- 6.25 A comprehensive Ground Investigation Report has been submitted in support of the application which recommends further rounds of gas monitoring and a condition is recommended to ensure outstanding potential contaminated land issues are appropriately addressed.
- 6.26 **Ecology**
Policy SD9 of the JCS provides that the biodiversity and geological resource of the JCS will be protected and enhanced.
- 6.27 The area to the rear of the building will include a native hedgerow and will be seeded to promote species rich grassland. It is also proposed to incorporate bird and bat roosting boxes.
- 6.28 **Network Rail Comments**
Network Rail raises a variety of issues to protect its infrastructure and the safe operation of its network. There is an existing boundary fence at the rear of the site and a condition is proposed requiring details of all the boundary treatments associated with the proposed development. The other criteria mentioned by Network Rail, including the location of the building, drainage details and lighting, appear to have been addressed by the proposed layout. Issues in relation to the excavations, positioning of scaffolding, plant and litter are not considered to be matters that necessitate planning conditions.

6.29 **Economic Considerations**

The construction phase would support employment opportunities and therefore the proposal would have some economic benefit. In the context of the NPPF advice that “*significant weight should be placed on the need to support economic growth and productivity*”, this adds some limited weight to the case for granting permission.

6.30 **Conclusion**

This application has been considered in the context of the policies and guidance referred to above. The proposal is consistent with those policies and guidance in terms of design, materials, highway safety implications, impact upon the amenity of any neighbours and the local area; the proposal is acceptable and accordingly it is recommended that planning permission be granted.

7.0 **RECOMMENDATIONS OF THE CITY GROWTH AND DELIVERY MANAGER**

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

Condition 1

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

Reason

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

Condition 2

The development hereby permitted shall be carried out in accordance with the application form, and drawing numbers PL_01, PI_05 Rev F, PL_10 Rev B, PL_20 Rev C, PL_21 Rev D and 17-076/300 Rev T2 except where these may be modified by any other conditions attached to this permission.

Reason

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

Condition 3

The development hereby permitted shall not be brought into use until a SuDS management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime, has been submitted to and approved in writing by the Local Planning Authority. The plan should fully detail the access that is required to reach the surface water management component for maintenance purposes. It should also include a plan for safe and sustainable removal and disposal of waste periodically arising from drainage system, detailing the materials to be used and standard of work required including method statement. The development shall be implemented in strict

accordance with the approved SUDS maintenance plan for the lifetime of the development.

Reason

To ensure the continued operation and maintenance of drainage features serving the site and avoid flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage, flood risk and water quality in the locality.

Condition 4

Development shall not take place until an exceedance flow routing plan for flows above the 1 in 100+40% climate change event has been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall identify exceedance flow routes through the development based on proposed topography with flows being directed to highways and areas of public open space. Flow routes through gardens and other areas in private ownership will not be permitted. A risk assessment may be required to determine adequate risk mitigation measures and agreed with Local Planning Authority. When assessing the risks associated with conveyance routes or storage area for exceedance flows, flow depth, velocities, duration and impact of flooding to people and property on and off site should be taken into account. The scheme shall subsequently be completed in accordance with the approved details before the development is first brought into use/occupied.

Reason

To ensure satisfactory drainage of the site and avoid flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage in the locality.

Condition 5

No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 15m of the proposed access road, including the junction with the existing public road and with the area in advance of the splay lines so defined cleared of all obstructions to visibility from a setback of 2.4m set back from the carriageway edge along the centre point of the access to a distance of 45m in either direction to the nearside carriageway edge, has been completed to at least binder course level.

Reason

To ensure that appropriate measures are in place prior to the commencement of development to ensure that a satisfactory means of access with adequate visibility is provided for the duration of the use and maintained in the interests of highway safety in accordance with the NPPF.

Condition 6

The development hereby permitted shall not be occupied until the vehicular parking and turning facilities and cycle storage have been provided in

accordance with the submitted plan drawing no. PL-05 Rev F and those facilities shall be maintained available for those purposes thereafter.

Reason

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the NPPF.

Condition 7

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall:

- i. Specify the type and number of vehicles;
- ii. Provide for the parking of vehicles of site operatives and visitors;
- iii. Provide for the loading and unloading of plant and materials;
- iv. Provide for the storage of plant and materials used in constructing the development;
- v. Provide for wheel washing facilities;
- vi. Specify the intended hours of construction operations;
- vii. Specify Measures to control the emission of dust and dirt during construction

Reason

To ensure that appropriate measures are in place prior to the commencement of development to reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance the National Planning Policy Framework.

Condition 8

- (a) No development shall commence until an assessment of the risks posed by any ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be carried out in accordance with current UK guidance and best practice.
- (b) Where the approved risk assessment (required by part (a) above) identifies ground gases or vapours posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.
- (c) Following implementation and completion of the approved remediation scheme (required by part (b) above) and prior to the first occupation of the development, a verification report shall be completed in accordance with current UK guidance and best practice, and submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

(d) No development shall commence until a long term monitoring and maintenance scheme (to include monitoring the long-term effectiveness of the remediation and reporting on the same) where required has been submitted to and approved by the Local Planning Authority. The approved scheme must be carried out in accordance with its terms, recommendations and time tables. All further reports produced shall be submitted to and approved in writing by the Local Planning Authority, and then carried out in accordance with its terms, recommendations and time tables.

Reason

To ensure that appropriate measures are in place prior to the commencement of any works to ensure that the risk to buildings and their occupants from potential landfill or ground gases are adequately addressed in accordance with Policy SD14 of the adopted Joint Core Strategy (2017).

Condition 9

No development works above DPC level shall take place until until a landscaping scheme, has been submitted to and approved in writing by the Local Planning Authority. The submitted design shall include scaled drawings and a written specification clearly describing the species, sizes, densities and planting numbers. Drawings must include accurate details of all existing trees and hedgerows with their location, species, size, condition, any proposed tree surgery and an indication of which are to be retained and which are to be removed.

Reason

To ensure that appropriate measures are in place to ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 10

The landscaping scheme approved under condition 9 above shall be carried out concurrently with the development hereby permitted and shall be completed no later than the first planting season following the completion of the development. The planting shall be maintained for a period of 5 years. During this time any trees, shrubs or other plants which are removed, die, or are seriously retarded shall be replaced during the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. If any plants fail more than once they shall continue to be replaced on an annual basis until the end of the 5 year maintenance period.

Reason

To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition 11

Notwithstanding the submitted drawings, no development works above DPC level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of all boundary treatments, including precise details of the acoustic fencing to be erected. The boundary treatment and acoustic fencing shall be completed in accordance with a timetable to be agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter maintained in a suitable condition.

Reason

In the interests of the visual amenity in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition

No development works above DPC level shall take place until details of measures to discourage seagulls from nesting and roosting on the building have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to the occupation of any building, unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of the appearance of the development and to avoid nuisance caused by nesting and roosting seagulls, in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition

No development works above DPC level shall take place until details or samples of materials to be used externally on walls, roofs, windows and external doors, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason

To ensure a satisfactory appearance of the development in accordance with Policy SD4 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Condition

During the construction (including demolition and preparatory groundworks) phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site outside the following times: Monday-Friday 8.00 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 SD14 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted December 2017).

Decision:

Notes:

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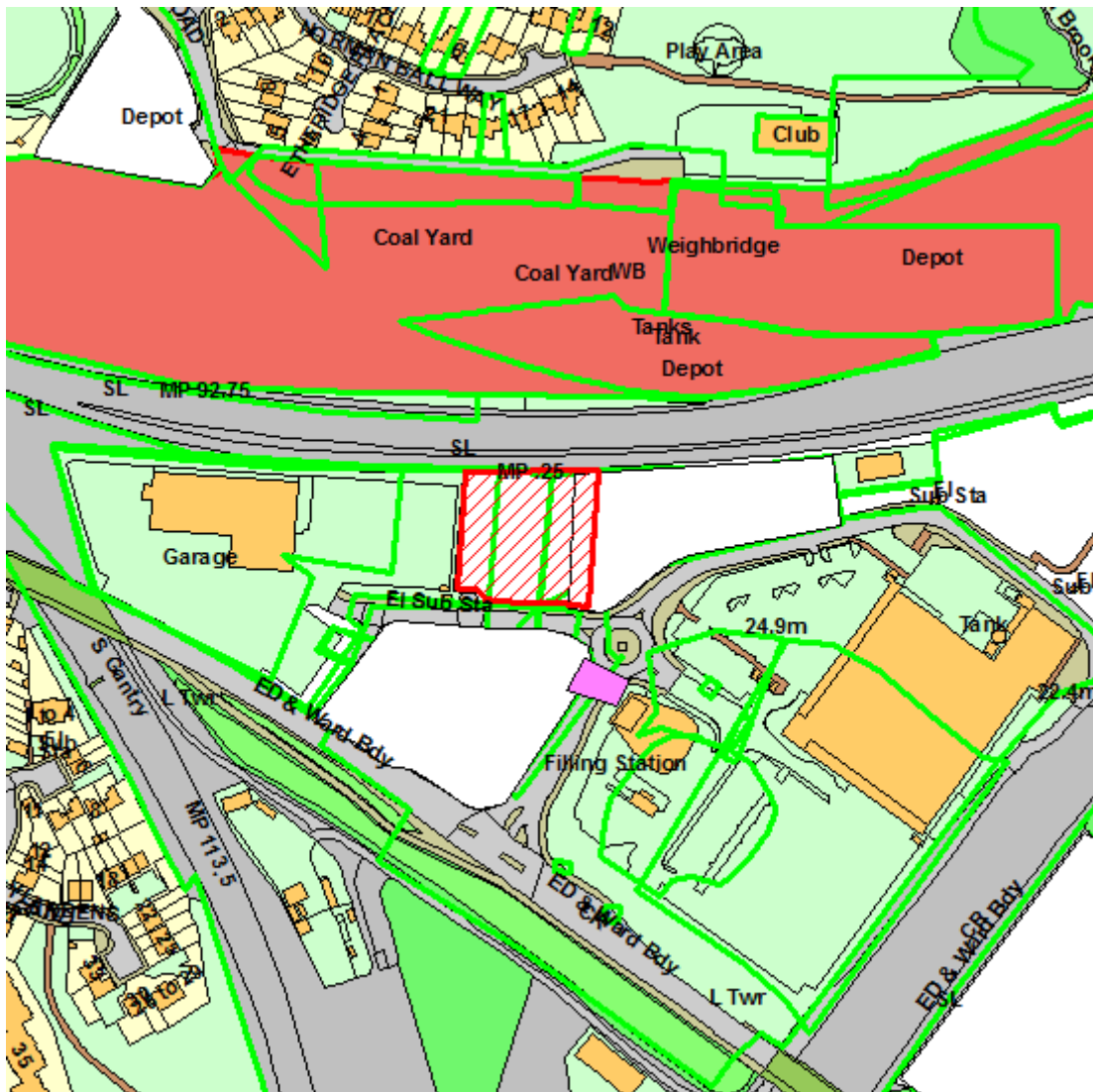
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Person to contact: Caroline Townley
(Tel: 396780.)

18/00267/FUL

Railway Triangle Site
Metz Way
Gloucester

Planning Committee 04.09.2018





Disclaimer:
Subject to survey.

- Notes:
- KEY**
- Plot Boundary
(3,295m² / 0.81 acres)
 - ① Main entrance
 - ② 4x Cycle Stands
 - ③ Refuse/Recycling Store
 - ④ Consented Public House scheme
(Planning Reference 16/00622/FUL)
- 13 car parking spaces

F	Disabled bay added	22.08.18	JC	HA
E	Site layout amended	09.08.18	JC	HA
D	Site layout amended	08.08.18	JC	HA
C	Curtain wall layout amended	03.07.18	JC	HA
B	Proposed layout amended	29.06.18	JC	HA
A	Position of refuse store shown	09.02.18	JC	HA
-	First Issue	26.01.18	JC	HA

Rev: Notes: Date: Dwn: Iss:

SCALE 0 1 2 5 10m



hale
ARCHITECTURE | DESIGN MANAGEMENT
22c Leathermarket Street, London, SE1 3HP

Project:
**Triangle Park
Gloucester**

Drawing Title:
Proposed Site Plan

Project No: 17075	Scale @ A1/A3: 1:250/1:500	Revision: F
Drawing No: PL_05		

GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	
Address/Location:	Land Adj Tall Ship The Docks Gloucester
Application Nos:	17/01351/FUL and 17/01329/LBC
Ward:	Westgate
Expiry Date:	07.03.2018
Applicant:	04.09.2018
Proposal:	The erection of a 3.5 storey apartment building, comprising a total of 14 residential units with ground floor parking and access. This includes demolition and rebuild of a curtilage listed wall.
Report by:	Ron Moss
Appendices:	Site location and site layout plan

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1** The site is located in central Gloucester between Southgate Street and Gloucester Docks. It is within the Southgate Street conservation area, but also directly borders The Docks conservation area. It constitutes land to the rear of the Tall Ships public house and the rear curtilages of properties 130 – 142 Southgate Street. Numbers 140 and 142 Southgate Street are Grade 2 Listed properties, while the boundary wall which runs north- west/south- east is curtilage listed in association with numbers 140 and 142 Southgate Street. The Tall Ships Public House is also Grade 2 Listed.
- 1.2** Directly to the north of the site is a shared surface area of public realm that also acts as an entrance into the Docks area. Immediately bordering the site here is then a section of wall with two gate piers that marks the tram road gateway in to The Docks. To the west of the site are two small semi-detached cottages dating from the early nineteenth century, while to the south west is a large modern car park development and directly bordering to the south is the Southgate Evangelical church, with a four and a half storey residential block adjoining its southern boundary.
- 1.3** Overall the area here can predominantly be seen as an area of transition between the lower scaled nineteenth century properties in Southgate Street and the larger scaled Docks warehouse development to the west. It is also an area that has obtained an uplift through public realm improvements around a decade ago. The area is also an Area of Principal Archaeological Interest and in Flood Zone 1 of the Environment Agency's flood categorisation, this being the category of least risk.
- 1.4** As stated above the site constitutes land to the rear of The Tall Ships Public House and the rear curtilages of 130 – 142 Southgate street. The land to the rear of The Tall Ships did contain buildings on it, historic maps showing a smithy and forge, then more recently a car repair garage, before becoming vacant, while the area to the rear of 130 -142 Southgate Street is open garden.
- 1.5** The planning application seeks redevelopment of this site to provide a predominantly 3.5 storey block, with part 2.5 storey, containing 14 residential apartments. On the ground floor of the proposal there would be 2 apartments, 65 car parking spaces, 14 cycle parking spaces

and a refuse/recycling area. The apartments would constitute a studio apartment and a one bedroom flat. Access to the parking area would be obtained via a sliding gate on to the shared surface entrance to the Docks area. On the first and second floors there would then be 3 x two bed roomed flats and 2 x one bed roomed flats, while on the third floor there would be 2 x two bed roomed flats. The building would be finished in a mixture of render, brickwork and contrasting vertical cladding. The proposal would also involve demolition and rebuild of a curtilage listed wall attached to the Grade 2 listed 140 -142 Southgate street.

- 1.6** Construction relating to a previously permitted scheme approved under planning application reference 16/00960/FUL for 12 residential units is currently taking place on the site. This scheme is very similar to the proposal in front of members today and it is the intention of the developer to then switch over and complete the development in accordance with this current proposal if approved. The main differences being the revised internal layout to seek to get 14 rather than 12 flats in the proposed building and differing roofing materials.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
16/00960/FUL	The erection of a 3.5 storey apartment building, comprising of a total of 12 residential units with ground floor parking and access. Including the demolition and rebuild of curtilage listed walls (Revised Scheme - reduction in number of residential units from 14 to 12 Units).	G3Y	13.04.2017
16/00961/LBC	Revised Scheme - reduction in number of residential units from 14 to 12. Demolition of boundary wall between Nos. 138 and 140 Southgate Street; and removal and rebuilding of boundary wall between the site and No. 1 Albion Cottage, to facilitate the development of the 3.5 storey apartment building proposed under planning application 16/00960/FUL	G3L	13.04.2017
17/01329/LBC	The erection of a 3.5 storey apartment building, comprising a total of 14 residential units with ground floor parking and access. This includes demolition and rebuild of a curtilage listed wall.		
17/01351/FUL	The erection of a 3.5 storey apartment building, comprising a total of 14 residential units with ground floor parking and access. This includes demolition and rebuild of a curtilage listed wall.		

3.0 RELEVANT PLANNING POLICY

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

3.2 National guidance

National Planning Policy Framework (NPPF) and Planning Practice Guidance

3.3 **Development Plan Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted 11 December 2017)**

Relevant policies from the JCS (Main Modifications) include:

SP1 - The need for new development
SP2 – Distribution of new development
SD3 – Sustainable design and construction
SD4 – Design requirements
SD6 – Landscape
SD8 – Historic Environment
SD9 – Biodiversity and geodiversity
SD10 – Residential development
SD11 – Housing mix and standards
SD12 – Affordable housing
SD14 – Health and environmental quality
INF1 –Transport network
INF2 – Flood risk management
INF3 – Green Infrastructure
INF4 – Social and community Infrastructure
INF6–Infrastructure delivery
INF7 – Developer contributions

3.4 **City of Gloucester Local Plan (Adopted 14 September 1983)**

The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. Paragraph 215 of the NPPF states that ‘...*due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.*’ The majority of the policies in the 1983 Local Plan are out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy. None of the saved policies are relevant to the consideration of this application.

3.5 **Emerging Development Plan Gloucester City Plan**

The Gloucester City Plan (“City Plan”) will deliver the JCS at the local level and provide policies addressing local issues and opportunities in the City. The Draft Gloucester City Plan 2017 takes forward the results of previous consultations and was subject to consultation January and February 2017. As the Plan is at an early stage, it is considered that it carries limited weight in accordance with paragraph 216 of the NPPF.

3.6 **Other Planning Policy Documents Gloucester Local Plan, Second Stage Deposit 2002**

Regard is also 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. The following “day-to-day” development management policies, which are not of a strategic nature and broadly accord with the policies contained in the NPPF, should be given some weight:

BE.30a – Control of redevelopment in Conservation Areas

4.0 **CONSULTATIONS**

4.1 **Highway Authority**

The revised plans have now addressed the needs of people with disabilities and reduced

mobility.

4.2 **Conservation Officer**

The development will be of “less than substantial harm” in accordance with the National Planning Policy Framework (NPPF). Whilst there would be some harm as identified, the application is considered acceptable, subject to conditions on external design features.

4.3 **Contaminated Land Adviser**

Worcestershire Regulatory Services have viewed the ground investigation report details submitted for the condition discharge application reference 18/00558/CONDIT in relation to the approved scheme reference 16/00960/FUL. They are happy with these submitted details and therefore only require the reporting of unexpected contamination as a condition on any approval.

4.4 **Drainage Adviser**

The development is within flood zone 1 and there is therefore no concern with regard to fluvial flooding. The revised calculations showing a 40% reduction in surface water run of rates ensure proposal would be acceptable from a drainage point of view.

4.5 **Local Lead Flood Authority**

Drainage strategy now received showing the 40% reduction in surface water run off rates. The application is considered acceptable subject to conditions.

4.6 **City Centre Improvement Officer (Environmental Protection)**

A noise assessment was submitted for the earlier application reference: 16/00960/FUL and no further submission is necessary.

4.7 **Housing Strategy and Enabling Officer**

There is substantial need for housing and in particular affordable housing in the City and Council as a whole. The applicant has provided advice to state that the site cannot provide any s106 contributions, including affordable housing. The assumptions made and calculations in the viability appraisal need to be tested and checked by an independent viability assessor. Consideration also needs to be given as the availability of any public funding.

4.8 **Gloucester Civic Trust**

Acceptable provided that a better roofing material is shown for the docks conservation area. There is a preference for a form of raised seam material

4.9 **Severn Trent Water**

No objection subject to standard conditions for foul and surface water disposal.

Officer Note: This information has now been provided and agreed under the condition discharge application reference:18/00558/CONDIT for the earlier application reference: 16/00960/FUL.

4.10 **Archaeology**

The proposed development site has been subject to archaeological evaluation (trial trenching). That evaluation has identified finds of Roman and medieval date beneath the foundations of later 19th century buildings. In light of these findings it is judged that the site has the potential to contain archaeological remains of local significance. A Written Scheme of Investigation (WSI) has been submitted in the condition discharge application reference:18/00558/CONDIT for the earlier application reference: 16/00960/FUL, which has been approved. The works being carried out on site all need to accord with this WSI.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 No letters have been received to date in response to this notification, however the expiry date for comments is after this planning committee meeting.

6.0 OFFICER OPINION

Legislative background

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

6.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:

- a) the provisions of the development plan, so far as material to the application;
- b) any local finance considerations, so far as material to the application; and
- c) any other material considerations.

6.3 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the partially saved 1983 City of Gloucester Local Plan. However, as outlined earlier, the 1983 Local Plan is considered to be out-of-date.

6.4 It is considered that the main issues with regards to this application are as follows:

- Principle
- Design and Layout
- Affordable Housing
- Traffic and transport
- Residential amenity
- Drainage and flood risk
- Economic considerations
- Planning obligations

Principle

6.5 The NPPF at Paragraph 67 requires local planning authorities to demonstrate a 5 Year Housing Land Supply against the relevant housing requirement. Gloucester City Council can currently demonstrate a five year supply of deliverable housing sites. This positive housing land supply position means that the housing policies in the Joint Core Strategy can be given full weight.

6.6 Policy SD10 of the JCS allows for infilling within the existing built up areas of the City of Gloucester. In terms of the broad principles of development, the site is within the built up area of the City, is in a sustainable location for residential use and would contribute to housing supply.

6.7 The principle of residential development on this site has also been established by the previous approval for the 12 flats under reference:16/00960/FUL.

Impact on Heritage Assets, Design and Layout

6.8 The NPPF states that new residential developments should be of high quality design, create

attractive places to live, and respond to local character integrating into the local environment. Policy SD3 requires all developments to demonstrate how they contribute to the principles of sustainability, Policy SD4 sets out requirements for high quality design while Policy SD10 requires housing of an appropriate density, compatible with good design, the protection of heritage assets, local character and compatible with the road network.

- 6.9 Considerable time and effort was spent by the planning, urban design and conservation officers and the developer on the previous application reference: 16/00960/FUL to arrive at a development that would work on this sensitive site in the Southgate Street conservation area, in the curtilage of listed buildings 140 -142 Southgate street and in the proximity of the listed public house, The Tall Ships.
- 6.10 The final submission was considered to be of simple and modern style to help it respond to the different character areas and built elements that surround the site. The main three and a half storey brick built element taking its cue from the dock warehousing and the lower two and half storey eastern element shown in render thereby being in keeping with the domestic scale and materials of the Southgate street properties. The rear protrusion to then be a simple flat roofed brick building with a clad fourth floor to give the appearance of having a roof on top. The windows on the frontage of the development are all shown in alignment and of a size to match the height and width of the building. The balconies would be limited to the north western elevation corner of the development where they add interest to the development, but are not overpowering in appearance terms.
- 6.11 The current proposal would be identical to the previous application in regard to all these elements to ensure Policy SD4 of the JCS would be met. Whilst the proposal now shows 14 flats within a similar building to that approved, which housed 12 flats, it should be noted that the previous scheme did include two penthouse flats on the top floor. Hence, it is not considered that 14 units in the same building would not lead to a cramped form of development.
- 6.12 Paragraph 196 of the National Planning Policy Framework then states :-
- ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use.’*
- 6.13 Policy SD10 of the JCS requires the protection of heritage assets. With regard to the previous scheme there were concerns that there would be a loss of historic fabric, however the resulting harm was judged to be ‘less than substantial’ in the context of the NPPF and the public benefits of the scheme were considered to outweigh the harms in the overall planning balance.
- 6.14 With regard to the current proposal the Conservation officer has raised the additional concern of the single ply membrane for the covering on the high level flat roof, which she considers to be out of character and not of the high quality expected for a conservation area. It is noted that the Gloucester Civic Trust are of the same view. Nevertheless, even in combination with the previous concerns, the harm is still considered to be less than substantial, particularly as the roof treatment being on a flat roof i.e horizontal and on the highest point of the building would be difficult to view from most public vantage points.
- 6.15 Overall the public benefit of developing this site of negative space in a highly prominent and important part of the city at the gateway to the docks, with a well designed proposal is considered to outweigh the ‘less than substantial harm’ in this case.

Affordable Housing

- 6.16 The NPPF states that where local authorities have identified the need for affordable housing,

policies should be set for meeting this need on site, unless off site provision or a financial contribution can be robustly justified. Policy SD12 of the JCS provides that a minimum of 20% affordable housing will be sought on sites of 11 or more dwellings in the Gloucester City administrative area. The supporting text at paragraph 4.13.6 explains that the policy reflects the viability of differing value areas that exist across the JCS, hence the requirement for a 40% contribution within Cheltenham and Tewkesbury but only a 20% contribution within Gloucester.

6.17 However, bullet point 9 of the Policy states that *'If a development cannot deliver the full affordable housing requirement, a viability assessment conforming to an agreed methodology, in accordance with Policy INF7 will be required...'*

6.18 In this case the applicant has submitted a viability appraisal to seek to demonstrate that there is insufficient viability in the scheme to provide affordable housing. This appraisal has then been assessed by an independent party appointed by the Local Planning Authority to ensure proper scrutiny.

6.19 The independent assessors in viewing the submitted appraisal and also running their own independent assessment concluded that the proposal would be able to provide an affordable housing contribution of £55,879. Considerable discussion has since taken place between the valuer acting on behalf of the developer and the independent assessor to understand where the disparities lay between the assessments, which ultimately was concluded to be the difference between the price paid for the site by the developer and the Benchmark Land Value for the site used by the independent assessor.

6.20 It should be noted that there is currently clear direction from Central Government that the price paid for a site should take into account all planning policy requirements, which obviously include affordable housing.

6.21 The Planning Practice Guidance that accompanies the National Planning Policy Framework states in paragraph 14 with regard to viability that :-

'Where viability assessment is used to inform decision making under no circumstances will the price paid for land be a relevant justification for failing to accord with the relevant policies in the plan.'

6.22 Your officers have therefore had full regard to this advice, however there are some mitigating factors in this case that need to be balanced up.

- 1) The point in time that the land sale took place and the planning policies that would have been in place at that time is considered to be material in this case. It would appear that the applicant purchased the site in summer 2017 before the adoption of the Joint Core Strategy in December 2017. At this stage the Local Planning Authority was still attaching greater weight to Policy H15- 'The Provision of Affordable Housing' of the Gloucester Local Plan Second Stage Deposit Local Plan 2002, which required 40% affordable housing provision, but only on schemes of 15 dwellings and over. At the time of site purchase the relevant policy in the plan did not have a requirement to provide affordable housing for a development of 14 flats.
- 2) Secondly, it is recognised that the site is a key centrally located 'entrance site' to the docks. The docks have been a prime regeneration site with much of the area now developed. Having a derelict site at the entrance to the docks is not ideal and the Local Planning Authority is therefore keen to see this site developed. In terms of design the development has followed that of the previous proposal here, which is considered a good quality design that has full regard to its surroundings.

- 3) It is also recognised that the margins of profit on this current scheme were assessed as 8.1% on costs or 7.5% on Gross Development Value. This is a very low profit margin with most developers and funders seeking nearer 20% on GDV to allow for risk/any market uncertainty. It is recognised therefore that margins are very tight on this site and the removal of the affordable housing requirement would at least give a potential profit closer to 10% GDV, which reduces the risk for the developer and increases the chances of the development being successful.
- 4) Finally it is also recognised that the contribution of £55k would approximately 0.5 – 0.6 of the price of a providing a two bedroomed flat for affordable housing. This minimal requirement also needs to be considered in the context of the overall scheme and the benefits that would arise from it.

In conclusion, on balance, given the scale of the contribution and the mitigating factors outlined above, including the significant benefits seen from the redevelopment of the site in the scheme proposed it is recommended that an affordable housing contribution is not sought in this case.

Traffic and transport

- 6.23 The NPPF requires that development proposals provide for safe and suitable access for all and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy INF1 of the JCS requires safe and accessible connections to the transport network
- 6.24 The proposed development has been subject to minor revisions with regard to the parking layout and access to ensure the proposal addresses the needs of people with disabilities and reduced mobility. The number of car parking spaces has been reduced to 15 in total to allow for two larger disabled spaces. The site however is in a very sustainable city centre location, so this number is considered acceptable. Cycle parking for 14 cycles would also be provided. The application is considered acceptable in transportation terms.

Residential amenity

- 6.25 Paragraph 17 of the NPPF provides that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is reflected in Policy SD14 of the JCS which requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants.
- 6.26 Whilst the development for consideration here is shown for 14 flats and the previously approved scheme was for 12 flats, the footprint, the scale and the appearance of the building along with the door/window/access positioning would be virtually identical. The only change from the approved scheme in this respect is the insertion of 6 high level windows in the eastern elevation at first and second floor level facing back on to the properties in Southgate Street. As they are shown as high level windows they would not lead to any potential overlooking.
- 6.27 On the previous scheme the proposal was revised to ensure all the balconies were shown in the north west corner to prevent potential overlooking of the rear of Albion Cottages, while oriel windows would be in the north west elevation to deflect viewing away from these properties. Furthermore, a noise assessment accompanied the application submission which demonstrated that the environment would be acceptable to residential occupiers without further noise mitigation.
- 6.28 Overall it is considered that the proposed development would not result in any additional harms over and approve the previously approved scheme.

Drainage and flood risk

- 6.29 The NPPF requires that development is directed to the areas at lowest risk of flooding, that new development should take the opportunities to reduce the causes or impacts of flooding, should not increase flood risk elsewhere and take account of climate change. Policy INF2 of the JCS reflects the NPPF, applying a risk based sequential approach, requiring new development to contribute to a reduction in flood risk and requiring the use of sustainable drainage systems.
- 6.30 The development site is within flood zone 1, which is the designated area at least risk. Both the Council's drainage officer and the Local Lead Flood Authority (LLFA) are satisfied that the development is now acceptable. The LLFA were requiring conditions in relation to details of surface water attenuation, SuDs maintenance and exceedance flow routing. These matters have all been covered for the earlier development currently being constructed under application reference 16/00960/FUL and implemented, so there would be no need to cover them again on this current application should it be approved. The requirement by Severn Trent Water for a foul and clear water drainage condition is subject to the same situation where details have already been discharged for the earlier proposal and implemented.

Open Space, Recreation, Education and Community Facilities

- 6.31 The NPPF provides that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities Policies INF3, INF4 and INF6 of the JCS require new residential developments to provide for any additional infrastructure and community facilities required to serve the proposed development. This proposal is not of sufficient size to trigger a requirement for public open space, while the fact that the development would constitute of one and two bedroom flats means that the pupil yield would be less than 1, so there would be no educational s106 requirements. The requirement for libraries would also be minimal.

Economic considerations

- 6.32 The construction phase would support employment opportunities and therefore the proposal would have some economic benefit. Further, paragraph 3.1.9 of the JCS identifies that it is important to ensure that sufficient housing is made available to support the delivery of employment and job growth. In the context of the NPPF advice that 'significant weight should be placed on the need to support economic growth through the planning system', this adds some weight to the case for granting permission.

7.0 Conclusion

- 7.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that development which affects a listed building or its setting, the local authority "shall have special regard to desirability of preserving the building or its setting or any features of special architectural or historic interest it possess"
- 7.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that where an area is designated as a conservation area "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area"
- 7.3 The current proposal only varies marginally from the previously approved scheme that is being built out on the site. Two more units are shown within a similar building which has differing external features in the form of a six high level windows at first and second floor levels and a single ply membrane roof where previously a metal roofing element was shown. This change of roof treatment was considered by the conservation officer to cause less than substantial harm

to the character and appearance of the Southgate street conservation area and it is considered that the public benefits arising from the development of this key regeneration site outweighs the less than substantial harm caused.

7.4 Whilst the council's advisors consider that a contribution towards affordable housing could be provided, from the reasons set out above it is considered that, on balance and in this specific case, there are mitigating factors which indicate that the proposals result in sustainable development without that contribution. The proposals are therefore, on balance, considered to be acceptable.

8.0 RECOMMENDATION OF THE CITY GROWTH AND DELIVERY MANAGER

8.1 That Officers be given Delegated Authority to permit Planning application reference: 17/01351/FUL, subject to the following conditions and no new material considerations arising from the public consultation period.

8.2 Planning conditions

- 1) The works shall be carried out in accordance with the approved drawing numbers except where these may be modified by any other conditions attached to this permission.

Proposed Ground Floor Plan – Ref: 21742/02C

First, Second , Third and Roof Plans as Proposed – Ref 21742/03

Elevations 1 As Proposed – Ref 21742/04

Elevations 2 As Proposed – Ref 21742/05

Reason

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

- 2) The development shall be carried out in accordance with the approved details in the conditions submission reference 18/00558/CONDIT for condition 3 on Planning permission ref: 16/00960/FUL for the following external design features :-

(a) Boundary wall and railings, to include interpretation of wall proposed to be demolished to identify the historic boundary to properties 140 -142 Southgate Street

(b) Windows and doors at plan scale 1:5 and 1:10, including colour

(c) Roof lights, including colour

(d) Oriel windows, including material, colour and construction

(e) Dormer windows, including material, colour and construction

(f) Balconies

(g) Rainwater goods, including downpipes and guttering

(h) Parapet or roof cappings

(i) Ventilation flues and grills

(j) Details of safety measures for roof if access required

(k) Meter boxes and external cabling

(l) Seagull prevention measures

(m) Hard and soft landscaping

(n) Lighting

The upper storey walls shall then be completed in grey catnic coated standing seam cladding , while the high level flat roofing material shall be dark grey Sarnafil single ply membrane and the lower pitched roof shall be completed in Stoneleaf Cornish Grey Slate

Reason

In the interest of visual amenity and to preserve the appearance of the Southgate Street conservation area.

- 3) The development shall be carried out in accordance with the detailed method statement for the works relating to the demolition and rebuilding of the brick boundary wall approved in the conditions submission reference 18/00558/CONDIT for condition 4 on Planning permission ref: 16/00960/FUL

Reason

To preserve the setting of the Grade 2 Listed properties 140 – 142 Southgate Street and the appearance of the Southgate Street Conservation Area.

- 4) 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 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, bank or public holidays.

Reason

To safeguard the amenity of the area in accordance with policy SD 14 of the Joint Core Strategy

- 5) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority .

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 SD 14 of the Joint Core Strategy

- 6) The development shall be carried out in accordance with the drainage details approved in the conditions submission reference 18/00558/CONDIT for conditions 10 and 11 on Planning permission ref: 16/00960/FUL

Reason

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

- 7) The development hereby approved shall not be occupied or operated until the parking and turning areas have been provided in accordance with the approved plans. Such areas shall not be used for any purpose other than the parking and turning of vehicles

and shall remain free of obstruction for such use at all times.

Reason

To ensure adequate car parking within the site, having regard to the provisions of the National Planning Policy Framework.

- 8) The development hereby permitted shall not be occupied until the covered cycle storage facilities for 14 no. bicycles as shown on the approved plans have been made available. This cycle storage facility shall thereafter be retained

Reason

To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with the National Planning Policy Framework.

- 9) The development hereby permitted shall not be occupied until the refuse/recycling facilities as shown on the approved plans have been made available. They shall thereafter be retained

Reason

To ensure that adequate refuse provision is made to accord with Policy 14 of the Joint Core Strategy.

- 10) The development hereby permitted shall not be occupied until details of improvements to the existing pedestrian dropped kerb crossing point across the access road (Southgate Street) to include tactile paving are submitted to and agreed in writing by the Local Planning Authority, the works shall then be constructed in accordance with the approved plan and made available for public use prior to the occupation of the development .

Reason

To ensure that the priority is given to pedestrian and cycle movements and that a safe and secure layout that minimises conflict can be created in accordance with the National Planning Policy Framework.

- 11) All works shall be carried out in accordance with the construction method statement approved in the conditions submission reference 18/00558/CONDIT for condition 16 on Planning permission ref: 16/00960/FUL

Reason

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

- 12) All works shall be carried out in accordance with the archaeological written scheme of investigation approved in the conditions submission reference 18/00558/CONDIT for condition 19 on Planning permission ref: 16/00960/FUL

Reason:

The proposed development site has potential to include significant elements of the

historic environment. If present and revealed by development works, the Council requires that these elements will be recorded during development and their record made publicly available. This accords with paragraph 141 of the National Planning Policy Framework.

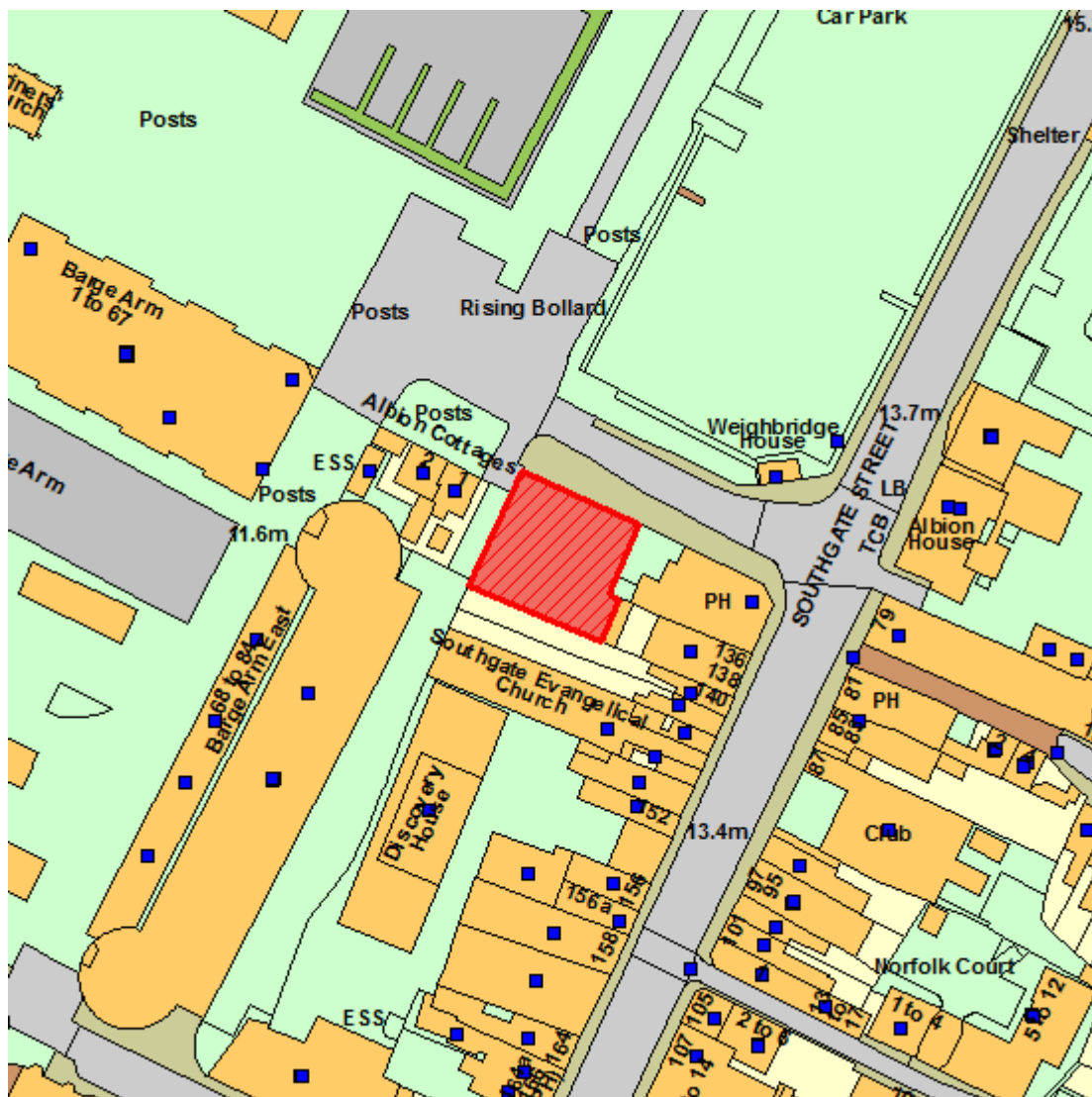
Person to Contact: Ron Moss (396835)



Planning Application: | 17/01351/FUL

Address: | Land Adj Tall Ship The Docks
| Gloucester

Committee Date: |



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Abbeydale

18/00311/FUL G3Y Dropped kerb to front of property. 143 Painswick Road Gloucester GL4 4PF	SHANE.	12/07/2018
18/00358/FUL G3Y Two storey rear extension. 3 Eagle Way Gloucester GL4 4WS	RHIAM	31/07/2018
18/00517/FUL G3Y PROPOSED SINGLE STOREY REAR EXTENSION 2 The Wheatridge Gloucester GL4 4DH	SHANE.	09/07/2018
18/00671/FUL GC Minor material amendment to planning permission 18/00158/FUL which was for a two storey side extension. 25 The Wheatridge Gloucester GL4 4DQ	RHIAM	26/07/2018
18/00690/FUL G3Y Installation of new Sunlite Retail Unit Morrisons Supermarket Glevum Way Gloucester GL4 4FF	FEH	31/07/2018

Abbeymead

18/00635/FUL G3Y SINGLE STOREY REAR EXTENSION 1 Trinity Road Gloucester GL4 5GB	SHANE.	19/07/2018
18/00528/FUL REF Two storey side extension 7 Centurion Close Gloucester GL4 5EG	RHIAM	05/07/2018

18/00590/FUL
REF RHIAM 13/07/2018
First floor side extension.
2 Birdwood Close Gloucester GL4 5UF

Barnwood

18/00704/PDE
ENOBJ RHIAM 19/07/2018
Single storey extension to rear of property (5.5m depth, 3.9m height, 2.4m eaves height)
8 Youngs Orchard Gloucester GL4 4RR

18/00464/FUL
G3Y RHIAM 05/07/2018
Erect a 2m high fence to enclose a strip of land at side of house. Installation of a gate to provide access to the strip of land to the side of the house.
3 The Oaks Gloucester GL4 5WP

18/00556/FUL
G3Y FEH 12/07/2018
Addition of one external air conditioning condenser unit to North side of the building, and one pressure relief vent (for a fire suppression system) to the South side of the building.
Valuation Office 18A Ley Court Barnett Way Gloucester GL4 3RT

18/00406/FUL
G3Y SHANE. 20/07/2018
Demolition of existing plant room, replacement of existing windows, creation of a new site entrance and amendments to the car parking layout and landscaping
Former Royal Mail Sorting Office Eastern Avenue Gloucester GL4 3AA

18/00566/FUL
G3Y RHIAM 05/07/2018
2 storey side extension, single storey rear extension and loft conversion to include a dormer window on the rear elevation and 2 roof lights on the front elevation of the existing dwelling.
95 Barnwood Avenue Gloucester GL4 3AG

Barton & Tredworth

17/01179/FUL
G3Y SHANE. 17/07/2018
Replacement shop front and change of use of part of the building to a one bedroom dwelling.
156 Barton Street Gloucester GL1 4EN

18/00221/FUL
G3Y SHANE. 27/07/2018
Two storey side and rear extension
73 Falkner Street Gloucester GL1 4SQ

Coney Hill

18/00628/FUL
G3Y RHIAM 19/07/2018
Change a window for a door with side panel on south elevation.
Flat 2 5 Coney Hill Parade Gloucester GL4 4QF

18/00356/FUL
G3Y RHIAM 13/07/2018
Two storey rear extension above existing single storey rear extension.

8 Ashgrove Way Gloucester GL4 4NG

18/00396/ADV
GFY RHIAM 05/07/2018
Proposed advertisement consent for an externally illuminated fascia sign and an externally illuminated projecting sign.
2A Coney Hill Road Gloucester GL4 4LS

Elmbridge

17/01101/CONDIT
ALDIS SHANE. 03/07/2018
Discharge of conditions. (condition 4 and condition 18)
82-84 Cheltenham Road Gloucester GL2 0LX

18/00601/FUL
G3Y SHANE. 13/07/2018
Single storey rear extension.
51 Merevale Road Gloucester GL2 0QX

18/00647/FUL G3Y proposed porch on the front elevation. 28 Little Elmbridge Gloucester GL2 0HH	RHIAM	26/07/2018
18/00510/FUL G3Y Single storey extension to existing annexe 2 Waverley Road Gloucester GL2 0SZ	RHIAM	27/07/2018
18/00707/TPO TPDECS Walnut in rear garden. Raise up low branches to 5m, reduce 2 low side branches over neighbours shed by 2m. 45 Merevale Road Gloucester GL2 0QX	JJH	10/07/2018
18/00580/FUL G3Y Revision to rear two storey extension to bring in line with rear of existing property. 53 Oakleaze Gloucester GL2 0LE	SHANE.	31/07/2018
18/00624/FUL G3Y Single storey front/side extension 19 Kenilworth Avenue Gloucester GL2 0QN	SHANE.	25/07/2018
18/00573/FUL G3Y Proposed single storey rear extension and front porch 15 Liddington Road Gloucester GL2 0HJ	RHIAM	19/07/2018

Grange

18/00646/FUL G3Y Demolition of single storey garage and construction of two storey side extension. 22 Holmwood Drive Gloucester GL4 0PS	RHIAM	27/07/2018
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18/00609/PDE
ENOBJ SHANE. 16/07/2018
Single room extension to replace existing kitchen and conservatory.
241 Tuffley Lane Gloucester GL4 0NX

Hucclecote

17/01339/LAW
RELAWZ RHIAM 10/07/2018
Retrospective dormer on roof of rear elevation.
93 Chosen Way Gloucester GL3 3BX

18/00567/FUL
G3Y SHANE. 27/07/2018
Single storey extension at the front of the dwelling
27 Hillview Road Gloucester GL3 3LG

18/00653/FUL
REFUSE SHANE. 20/07/2018
Proposed two storey side extension and rear single storey extension. Roof extension to existing garage and widening of dropped kerb.
49 Churchdown Lane Gloucester GL3 3QJ

18/00474/FUL
G3Y FEH 25/07/2018
Erection of a new detached dwelling with associated access (Revised scheme to permitted dwelling granted under application ref: 17/00359/FUL) (amended plans)
Land Rear Of 14 Horsbere Road Gloucester

18/00594/FUL
G3Y SHANE. 13/07/2018
Single storey rear extension
107 Dinglewell Gloucester GL3 3HT

18/00643/FUL
G3Y RHIAM 27/07/2018
Removal of existing detached garage and shed and Construction of a new single storey rear extension and new detached garage.
143 Chosen Way Gloucester GL3 3BY

18/00362/FUL
G3Y SHANE. 10/07/2018
Two storey extension of existing single storey garage/store at the rear of the property
7 Hillview Road Gloucester GL3 3LG

18/00586/FUL
G3Y RHIAM 12/07/2018
Single storey side and rear extension and conversion of garage.

56 Millfields Gloucester GL3 3NH

Kingsholm & Wotton

18/00297/FUL
G3Y ANAPE 27/07/2018
Conversion of 4 Dwellings and the conversion of the coach house
York House 76 London Road Gloucester GL1 3PB

18/00607/FUL
G3Y ANAPE 16/07/2018
Change of use from an existing 6 bed HMO to a 7 bed HMO
12 Alvin Street Gloucester GL1 3EN

18/00513/FUL
G3Y RHIAM 25/07/2018
Refurbishment of existing concrete garage.

3 Kingsholm Square Gloucester GL1 2QJ

18/00683/TPO
TPDECS JJH 09/07/2018
Tree works as per Tree Maintenance report (April 2018)
Gloucester Royal Hospital Great Western Road Gloucester GL1 3NN

18/00529/TCM
NRPR FEH 05/07/2018
Upgrade works - Installation of 2 no. cabinets and associated ancillary development
65 London Road Gloucester GL1 3HF

18/00444/DEM
PRIOR CJR 06/07/2018
Demolition of existing buildings.
Watts Truck Centre Mercia Road Gloucester GL1 2SQ

18/00674/NMA
NOB SHANE. 05/07/2018
reconfiguration of windows as permitted under 17/01186/FUL
29 Tewkesbury Road Gloucester GL2 9AY

Longlevens

18/00321/CONDIT
PADIS ADAMS 04/07/2018
Partial discharge of conditions 10 (materials), 11 (surfacing), 12 (street
furniture), 24 (bat survey - trees), 25 (methodology for demolition - bats), 26
(lighting specification - bats), and 29 (archaeology) of permission ref.
15/01190/OUT for the Estcourt Close access.

Debenhams Sports Ground Estcourt Road Gloucester

18/00616/FUL
G3Y SHANE. 17/07/2018
Two storey side extension and single storey rear extension
114 Longford Lane Gloucester GL2 9EU

18/00540/FUL
G3Y SHANE. 18/07/2018
Part two storey, part single storey rear extension
20 The Tulworths Gloucester GL2 9RS

18/00544/FUL
G3Y SHANE. 12/07/2018
Single storey rear extension
4 Foxcote Gloucester GL2 9RW

18/00599/LAW
LAW RHIAM 13/07/2018
Single storey rear extension
79 Innsworth Lane Gloucester GL2 0DH

18/00397/CONDIT
PADIS ADAMS 04/07/2018
Partial discharge of Conditions 33 (hours of work), 34 (Construction
Management Plan) and 63 (Construction Method Statement) for permission ref.
15/01190/OUT for the student halls phase
Debenhams Sports Ground Estcourt Road Gloucester

18/00636/FUL
G3Y RHIAM 23/07/2018
Single storey extension to wrap around the South West end of the bungalow.
1 Breinton Way Gloucester GL2 0BB

18/00568/FUL
G3Y RHIAM 10/07/2018
Demolition of existing garage & conservatory. Erection of 2 storey side
extension & single storey rear extension.
88 Paygrove Lane Gloucester GL2 0BG

Matson & Robinswood

18/00626/FUL
G3Y SHANE. 19/07/2018
Proposed Rear Extension
90 Robinswood Gardens Gloucester GL4 6TB

18/00499/FUL
G3Y SHANE. 18/07/2018
Proposed change of use. Alterations and extensions of existing annexe to
independent dwelling.
The Annexe Capel Cottage Sneedhams Green Gloucester GL4 6EQ

Moreland

18/00509/FUL
G3Y SHANE. 10/07/2018
Single storey rear extension.
5 St Aldwyn Road Gloucester GL1 4RD

18/00421/FUL
G3Y SHANE. 18/07/2018
Removal of flat roof - replaced with duo-pitch slate roof
232 Bristol Road Gloucester GL1 5TA

18/00606/FUL
G3Y RHIAM 13/07/2018
Erection of conservatory to rear of Care Home
301 Stroud Road Gloucester GL1 5LB

Podsmead

18/00234/FUL
REF RHIAM 10/07/2018
Single and two storey extension to rear of property
60 Tuffley Crescent Gloucester GL1 5NE

18/00483/FUL
G3Y FEH 31/07/2018
Change of use from car showroom (sui generis) to car rental (sui generis),
along with external alterations to existing building comprising new cladding
panels, removal of rear store and alterations to windows and building entrance.
312 - 318 Bristol Road Gloucester GL2 5DH

18/00541/FUL
G3Y FEH 10/07/2018
New metal railings along front boundary of the site including one vehicular gate
and one pedestrian gate.
E G Carter And Co Bybrook House Lower Tuffley Lane Gloucester GL2 6EE

Quedgeley Fieldcourt

18/00262/ADV
GFY SHANE. 05/07/2018
To erect a wall mounted illuminated sign
Quedgeley Social Club School Lane Quedgeley Gloucester GL2 6PJ

18/00615/FUL
G3Y RHIAM 17/07/2018
Two storey rear extension.
27 Ashleworth Gardens Quedgeley Gloucester GL2 4WU

Quedgeley Severn Vale

18/00645/FUL
G3Y SHANE. 19/07/2018
Single storey rear extension
3 Eldersfield Close Quedgeley Gloucester GL2 4FZ

18/00618/FUL
G3Y RHIAM 18/07/2018
Extension to garage on ground floor. Creation of first floor above garage.
16 Whimbrel Road Gloucester GL2 4LJ

Tuffley

18/00466/FUL
G3Y SHANE. 13/07/2018
two storey front / side extension to existing dwelling. New cladding and rendered finishes to the property externally. Replacement of site entrance with new patio areas, garden areas, retaining walls, and other associated landscaping works.
Woods Orchard House Fox Elms Road Gloucester GL4 0BH

18/00462/LAW
LAW SHANE. 12/07/2018
Single Storey Rear Extension
7 Fox Elms Road Gloucester GL4 0BE

18/00552/PDE
ENOBJ SHANE. 19/07/2018
Single storey rear extension (5.4m depth, 3m height, 2.7m eaves height)
30 Rissington Road Gloucester GL4 0HR

18/00520/FUL
G3Y SHANE. 18/07/2018
Two Storey Side and Rear Extension
16 Woods Orchard Road Gloucester GL4 0BU

Westgate

18/00286/FUL
G3Y ADAMS 25/07/2018
Creation of additional parking by the removal of tree pits and trees to the Central Square, Longhorn Avenue, replacement trees to be provided (prunus pandora) 4 number, tree pits replaced with block paving to match existing.
37 Longhorn Avenue Gloucester GL1 2AR

18/00319/CONDIT
PADIS ADAMS 13/07/2018
Submission of details under Condition 12 (surfacing) of permission ref. 15/01144/FUL (amended details)
Land At Bakers Quay Llanthony Wharf And Monkmeadow Bounded By Southgate Street Llanthony St Ann Way Gloucester

18/00419/FUL
G3Y RHIAM 13/07/2018
Proposed CCTV Upgrade: Installation of new CCTV cameras and ancillary equipment on various buildings around the Cathedral Precincts.
The Cathedral Office 12 College Green Gloucester GL1 2LX

18/00420/LBC
GLB RHIAM 13/07/2018
Proposed CCTV Upgrade: Installation of new CCTV cameras and ancillary equipment on various buildings around the Cathedral Precincts.
The Cathedral Office 12 College Green Gloucester GL1 2LX

18/00686/CONDIT
PADIS ADAMS 31/07/2018
Discharge of condition 27 of permission ref. 16/00634/FUL (bird _ bat boxes)
Land At Bakers Quay, Llanthony Wharf, And Monkmeadow Bounded By Southgate Street, Llanthony City Of Gloucester

18/00684/TPO
TPDECS JJH 10/07/2018
Evergreen Oak - Reduce to previous position (approx 1 m - 2m off canopy)
146 Hempsted Lane Gloucester GL2 5JY

18/00754/CONDIT
PADIS ADAMS 18/07/2018
Partial discharge of Condition 44 (Travel Plan) of planning permission ref. 15/01144/FUL
Land At Bakers Quay Llanthony Wharf And Monkmeadow Bounded By Southgate Street Llanthony St Ann Way Gloucester

18/00633/CONDIT
PADIS ADAMS 19/07/2018
Discharge of condition 22 (remediation) for permission ref. 16/00634/FUL
Llanthony Wharf, And Monkmeadow Bounded By Southgate Street, Llanthony City Of Gloucester

18/00737/NMA
NOS96 RHIAM 20/07/2018
Non material amendment to planning application 16/00743/LBC & 16/00625/FUL for the addition of a short link path (5.2m long x 1.2m wide) between the approved, proposed paving around the war memorial and the existing drive.
Beaufort House 12 College Green Gloucester GL1 2LX

18/00620/JPA
NRPR FEH 19/07/2018
Prior approval to change from an office into 10 self contained flats

33 Southgate Street Gloucester GL1 1TP

18/00426/LAW
LAW RHIAM 05/07/2018
Application for a lawful development certificate under section 191 which relates to the use of the building as a house of multiple occupancy.
5 Cromwell Street Gloucester GL1 1RE

18/00817/NMA
NOS96 ADAMS 13/07/2018
Non-material minor amendment to details approved under permission ref. 15/01144/FUL to enlarge terrace area and retaining wall/step detail to south of Engine House
Bakers Quay St Ann Way Gloucester

18/00800/TRECON
TCNOB JJH 26/07/2018
T1 Sycamore - crown lift over car park to approx 5m, T3 - Thorn - crown lift over car park to approx 4m, T6 – Multi-stemmed sycamore - sever ivy and crown lift as T1, T7 - Sycamore - remove, T5 _ T9 - Sycamore - sever ivy and crown lift as T1.
Ecclesiastical Insurance Beaufort House Brunswick Road Gloucester GL1 1JZ

18/00560/FUL
G3Y FEH 20/07/2018
Removal of the branded fascia and projecting signs above ground floor. Removal of a night safe, an automatic teller machine at ground floor, together with the bin for ATM receipts and the fitting of a glazed panel of the same configuration and appearance as the glazed panels on the other side of the entrance. The cleaning and making good of all holes associated with the fixing of signage. Excess mortar and epoxy resin is to be wiped away carefully and all repaired and stained areas will be hand washed with a neutral detergent solution

Royal Bank Of Scotland 1 Westgate Street Gloucester GL1 2TT

DECISION DESCRIPTIONS ABBREVIATIONS

AAPRZ:	Prior Approval Approved
ALDIS:	All Discharged
AR:	Approval of reserved matters
C3C:	Conservation Area Consent for a period of 3 years
CAC:	Conservation Area Consent
ECREF:	PDE Refused - Commenced
ENOBJ:	No Objections
ENPDEZ:	PDE Decision – No objections
EOBJ:	PDE Decision - Objection
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
PADIS:	Part Discharged
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
RPA:	Refuse Prior Approval
SCO:	EIA Screening Opinion
SPLIT:	Split decision
TCNOB:	Tree Conservation Area – No objection
TELPRI:	Telecommunications Prior Approval
TPDECS:	TPO decision notice
TPREF:	TPO refuse
WDN:	Withdrawn

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