



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

PLANNING COMMITTEE
14.08.18

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

PLANNING COMMITTEE
14.08.18

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.

PLANNING COMMITTEE
14.08.18

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

PLANNING COMMITTEE
14.08.18

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:-

PLANNING COMMITTEE
14.08.18

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.

PLANNING COMMITTEE
14.08.18

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