

GLOUCESTER CITY COUNCIL

COMMITTEE : **PLANNING**

DATE : **6TH MAY 2014**

ADDRESS/LOCATION : **RAILWAY TRIANGLE, METZ WAY**

APPLICATION NO. & WARD : **14/00145/REM
KINGSHOLM AND WOTTON**

EXPIRY DATE : **15TH MAY 2014**

APPLICANT : **LXB RP (GLOUCESTER) LTD**

PROPOSAL : **APPLICATION FOR APPROVAL OF
RESERVED MATTERS (MEANS OF
ACCESS, LAYOUT, SCALE, APPEARANCE
AND LANDSCAPING) FOR PHASE 3 OF
RAILWAY TRIANGLE REDEVELOPMENT,
PURSUANT TO PLANNING PERMISSION
11/00902/OUT)**

REPORT BY : **ADAM SMITH**

**NO. OF APPENDICES/
OBJECTIONS** : **SITE PLAN
REPRESENTATION FROM NETWORK RAIL**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The Railway Triangle (north) benefits from planning permission for redevelopment for a mix of uses, with the Morrisons foodstore having opened, and the vehicular access from Metz Way and the pedestrian access to Blinkhorns Bridge Lane also in place. Phase 2 of the Railway Triangle redevelopment (the land immediately to the west of the access ramp off Metz Way for the Class A1 to A5 units) has recently been granted reserved matters approval but is not yet built.
- 1.2 Phase 3 relates to the western corner of the site. The permission for this part of the Triangle site is in outline only, requiring reserved matters applications to be made in order to authorise the development.
- 1.3 This application seeks approval of the reserved matters of means of access, layout, scale, appearance and landscaping for this phase. This would comprise of a vehicle maintenance depot with a display area, comprising a single building and a range of parking and manoeuvring areas, and would be accessed from the same internal site road as Phase 2 – which is taken off the central roundabout at the foot of the access ramp.

- 1.4 The building would be sited backing onto the railway with parking and manoeuvring for the vans and lorries to the west part of the site, and customer and staff parking to the east part.
- 1.5 The proposed building is L-shaped in plan, with a large workshop to the west side and two pits in the front part of the building for maintenance. In the north east part of the building is the sales space and staff facilities and offices, including a part-mezzanine.
- 1.6 The building has a clad finish to the walls, and has a glazed canopy in three sections on the east elevation at the display area, which has glazing wrapping around to the north elevation. There are various shutter doors into the maintenance areas. It has a parapet wall enclosing shallow-pitched roofs.
- 1.7 Two large areas of photovoltaic cells for electric and a solar panel for water are proposed on the roof. A rainwater harvesting tank is proposed below ground.
- 1.8 The site is slightly reduced from that seen at the outline stage, as some land at the extreme corner has had to be sold back to Network Rail.
- 1.9 The application is presented to the Planning Committee at the Development Control Manager's discretion given the prominence of the scheme.

2.0 RELEVANT PLANNING HISTORY

11/00902/OUT

- 2.1 This was a 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. It was granted subject to conditions and a s106 agreement on 8th August 2012.

13/01125/REM

- 2.2 Application for approval of reserved matters (means of access, layout, scale, appearance and landscaping) for Phase 2 of Railway Triangle redevelopment, pursuant to planning permission 11/00902/OUT. Granted subject to conditions 4th February 2014.

2.3

3.0 PLANNING POLICIES

3.1 The following Policy documents are relevant to the application:

Central Government Guidance - National Planning Policy Framework

The NPPF is a material consideration in determining this application. The NPPF does not alter the requirement for applications to be determined in accordance with the development plan unless material considerations indicate otherwise. It is underpinned by a presumption in favour of sustainable development.

The NPPF core planning principles include the encouragement to enhance and improve places; proactively drive and support sustainable economic development; conserve heritage assets; and actively manage patterns of growth to make fullest use of public transport, walking and cycling.

Building a strong, competitive economy

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. The NPPF retains a recognition of town centres as the heart of communities and encourages the pursuit of policies to support their vitality and viability.

The sequential and impact tests for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more the 'impact' factors, it should be refused.

Promoting sustainable transport

Seeks to ensure development generating significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Decisions should take account of whether;

- The opportunities for sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented on transport grounds whether the residual cumulative impacts of development are severe.

Requiring good design

Emphasis is retained on good design, seeking to ensure that development will function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and history while not discouraging innovation, ensure safe and accessible environments, and are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take opportunities for improving areas.

Promoting healthy communities

Encourages the involvement of all sections of the community. Decisions should aim to achieve places which promote;

- Opportunities for meetings between members of the community who might not otherwise come into contact;
- Safe and accessible environments;
- Safe and accessible developments.

Meeting the challenge of climate change, flooding and coastal change

Seeks to secure reductions in greenhouse gas emissions, supporting the delivery of renewable and low carbon energy and associated infrastructure.

In terms of flooding, authorities should direct development away from high flood risk areas, but where development is necessary, make it safe without increasing flood risk elsewhere.

The sequential and exception test principles are maintained. The aim of sequential test is to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available site appropriate for the proposed development in areas with a lower probability of flooding. For individual developments on sites allocated in development plans through the Sequential Test, applicants need not apply the Sequential Test.

Conserving and enhancing the natural environment

The aims of contributing to and enhancing the natural and local environment remain. Impacts on biodiversity should be minimised. Developments should be prevented from contributing to or being put at unacceptable risk from soil, silt, water or noise pollution, and remediate and mitigate land where appropriate.

Central Government - National Planning Practice Guidance

This practice guidance has recently been published and cancels a wide range of previous Circulars and guidance documents.

Climate change

Notes the importance of effective spatial planning in responding to climate change. Authorities should ensure protecting the local environment is properly considered alongside the broader issues of protecting the global environment. It advises on the integration of mitigation measures. Authorities should consider such matters realistically, including identifying low or no-cost responses to climate that deliver other benefits (e.g. green infrastructure); flexibility to allow future adaptation (e.g. setting back development from rivers to allow future defences); and the potential climate change vulnerability of a development over its whole lifetime.

Design

This notes that good quality design is an integral part of sustainable development. Authorities are required to take design into consideration and should refuse permission for development of poor design.

Flood risk and coastal change

This provides extensive advice on flood risk and planning for it in local plans and strategic assessments, and provides further guidance on the sequential and exception tests set out in the NPPF and applying them to applications. It sets out the need to consider flood risk associated with individual developments, and the FRA should establish the effect from current or future flooding, any increase on flooding elsewhere, whether the measures to deal with it are appropriate, and evidence for the Sequential and Exception Tests (if necessary).

Light pollution

Notes the potential for lighting to cause pollution or 'obtrusive light', and the ways a proposal might have a planning impact. Authorities should consider where, when and how much the light shines and possible ecological impacts.

Noise

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

Renewable and low carbon energy

This concentrates on delivery of energy schemes but includes considerations for specific renewable technologies.

Use of planning conditions

Guides the imposition of conditions, including the 'six tests':

Conditions should be

Necessary;

Relevant to planning and;

To the development to be permitted;

Enforceable;

Precise and;

Reasonable in all other respects.

Water supply, wastewater and water quality

Includes guidance on considerations of such matters in planning applications. It notes that water quality is only likely to be a significant concern if a proposal involves modifications to a water body and/or indirectly affects water bodies such as by contamination. Where it is likely that a proposal would have a significant adverse impact on water quality then a more detailed assessment will be required and it guides the content.

The Development Plan

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

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

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

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

The RSS has been revoked.

Local Plan

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

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

- Regard must also be had to the 2002 Second Deposit Draft Local Plan. This has been subjected to two comprehensive periods of public and stakeholder consultation and adopted by the Council for development control purposes. This cannot be saved as it is not a formally adopted plan, however with it being adopted for development control purposes it is still judged to be a material consideration. Appeal reference APP/U1620/A/07/2046996 dated 18th March 2008 confirms the degree of weight that may be afforded to the 2002 Revised Deposit Draft Local Plan. It is considered that particular weight may be afforded to those policies that attracted a limited number of, or no objections during the consultation stages. In his decision the Inspector stated the following;

“Although the local plan is not part of the development plan it has been adopted for development control purposes and I give considerable weight to it having regard to the amount of public consultation that it underwent....”

2002 Plan allocations and policies

Allocations

3.4 The site is allocated for employment uses (Policies E.2 and E.3).

The western end of the site is within an Area of Principal Archaeological Interest (BE.32).

The southern triangle was earlier allocated for a possible rail freight depot – although this was subsequently deleted from consideration.

Policies

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

FRP.1a – Flood risk

FRP.6 – Surface water run-off

FRP.9 – Light pollution
 FRP.10 – Noise
 FRP.11 – Pollution
 BE.1 – Scale, massing and height
 BE.2 – Views and skyline
 BE.4 – Criteria for the layout, circulation and landscape of new development
 BE.5 – Community safety
 BE.6 – Access for all
 BE.7 – Architectural design
 BE.8 – Energy efficient development
 BE.9 – Design criteria for large commercial development
 BE.12 – Landscape schemes
 BE.21 – Safeguarding of amenity
 TR.9 – Parking standards
 TR.12 – Cycle parking standards
 TR.31 – Road safety
 TR.33 – Providing for cyclists/pedestrians

3.5 In terms of the emerging local plan, the Council is preparing a Joint Core Strategy with Cheltenham and Tewkesbury Councils and has recently published for consultation a Draft Joint Core Strategy, 2013. In addition to the Joint Core Strategy, the Council is preparing its local City Plan which is taking forward the policy framework contained within the City Council's Local Development Framework Documents which reached Preferred Options stage in 2006.

Central Area Action Plan

3.6 Policy CA23 allocates the wider corridor for mixed use development. The northern triangle is for B1, B2 or B8 employment uses or an alternative use or mix of greater community benefit. Obligations for the site include landmark buildings, pedestrian footbridge to Horton Road sidings, provision of new access off Metz Way and upgrading of Blinkhorns Bridge Lane link.

Railway Corridor Planning Brief

3.7 The Railway Corridor Planning Brief was adopted as an Interim Supplementary Planning Document in March 2011.

The Brief reflects the uses set out in the Central Area Action Plan. It incorporates design principles, including the expectation that development is of the highest architectural quality. Renewable energy and sustainable building technologies should be employed. Sustainable drainage should be employed.

Through the Brief process, the Council also endorsed in principle a mixed use scheme for the Northern Railway Triangle, prior to the application, subject to the following:

- Demonstrating that a mixed use scheme delivers a development of community benefit;

- A detailed retail impact assessment demonstrating that the proposal will not have any detrimental impacts upon the City Centre and its regeneration, particularly Kings Quarter;
- Acceptable highway and transportation access arrangements including full operational access being provided to the southern triangle area;
- Safe and secure pedestrian and cycle links to the site including through Blinkhorns Bridge;
- A delivery strategy for the employment uses including planning agreements to secure the proposed employment elements and appropriate marketing proposals for employment land;
- Exemplar design and masterplanning being a key component of the proposals to make this site an attractive gateway development;
- High quality landscaping;
- A thorough road traffic assessment;
- The need to take into account flood alleviation measures required for Armscroft.

3.8 All policies can be viewed at the relevant website address:- Gloucester Local Plan policies – www.gloucester.gov.uk/planning; Gloucestershire Structure Plan policies – www.gloucestershire.gov.uk/index.cfm?articleid=2112 and Department of Community and Local Government planning policies - www.communities.gov.uk/planningandbuilding/planning/.

4.0 CONSULTATIONS

- 4.1 The Highway Authority raises no objection.
- 4.2 Severn Trent Water raises no objection subject to approving detailed drainage systems.
- 4.3 The Urban Design Officer considers the proposal to be acceptable.
- 4.4 The Environmental Planning Service Manager raises no objection.
- 4.5 The Tree Officer has not commented.
- 4.6 The Landscape Officer has not commented.
- 4.7 The Neighbourhood Management Officer has not commented.
- 4.8 The Environmental Protection Officer raises no objection subject to conditions to secure the arrangements to achieve the noise mitigation measures.
- 4.9 The Contaminated Land Officer raises no further comments – the outline permission is covered by a condition.
- 4.10 The Drainage Engineer has considered the drainage details for this phase, which are addressed by Condition 22 of the outline planning permission. This is considered acceptable.

4.11 The Police have not commented.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 122 neighbours and interested parties were notified of the application and press and site notices were also published.

5.2 One representation has been received from Network Rail. It raises no in-principle objection but has identified issues with lights at the site being seen from the station and being confused with signals for the train drivers. They have sought clarification on the lighting to be used and seek changes to the pylon sign facing the station.

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

6.0 OFFICER OPINION

6.1 It is considered that the main issues with regard to this application are as follows:

- Design and community safety
- Highways
- Residential amenity and noise
- Landscaping
- Energy

6.2 The outline permission granted 15,264sq metres of B1, B2 and B8 use which they are seeking to implement in part with the proposed building. The outline permission also included a requirement that reserved matters applications for B2 industrial units be accompanied by noise assessments.

6.3 Requirements for drainage, land remediation, archaeology, extraction equipment, ecology, and meeting BREEAM 'very good' are all also set out in conditions of the outline planning permission.

Design and community safety

6.4 The applicants produced a design document to seek to ensure a degree of uniformity to the design approach for buildings on this site. This takes a broad approach and detailed consideration is required. While some concerns are raised about the coherence with the other parts of the site, the clean and modern materials, colonnaded canopies and curtain walling would tie in the appearance of the development.

6.5 The silver cladding material proposed has the potential to present a positive, industrial appearance. The elevation to the railway line is part-glazed and should present an acceptable appearance here to passers-by.

6.6 It is considered that the layout and building form are of sufficient design quality to be approved. Approval of samples of materials is required by a condition of the outline permission.

- 6.7 On other design-related matters, it allows for safe access to the roofs – one of the outline conditions requires measures to address potential seagull roosting and nesting, which this provision would achieve.
- 6.8 In addition to the acoustic fence the proposals appear to indicate the use of palisade fencing. There is some existing palisade to the railway lines and indeed I believe Network Rail make this a mandatory requirement. In order to keep the design quality up to the ‘public’ face of the development. I would like to secure a more attractive solution if possible, depending on the openness desired by the applicant at the site frontage. I recommend a condition to cover this.
- 6.9 Finally, Network Rail raises comments about lights and advertisements. The advertisements may well need separate consent anyway and would not be approved through this reserved matters application. The applicant has in any respect responded to this to note that car park and service yard lighting would be mounted on the building shining into the site. If pole-mounted lights are required to achieve the necessary distribution these will be shielded on the railway side with hoods. The lighting would have a yellow tint. I recommend a condition to cover this lighting issue. The applicant has also noted that advertisement applications would be made.

Highways

- 6.10 The impact of the proposal was assessed at outline stage.
- 6.11 This phase would be accessed off the central roundabout onto the straight internal site road that also serves Phase 2 and was approved as part of that application.
- 6.12 The layout includes manoeuvring space for the cars, vans and large vehicles that would be using the site.
- 6.13 The outline planning permission requires the number of cycle and car parking spaces to be in accordance with local requirements. Parking provision includes 46 customer/staff spaces, 6 disabled spaces, and 35 spaces of various sizes for the vans in the maintenance area.
- 6.14 No highway objection is raised.

Residential amenity and noise

- 6.15 The use is already permitted by the outline permission, but this was subject to a caveat to say that such uses were not guaranteed to be acceptable across the site – and required a noise assessment for each B2 use when the detailed schemes were submitted.
- 6.16 A submission on noise has been made. The facility is proposed to operate 24 hours a day but with limited activity at night. The nearest residential property is across the rail lines (effectively through the gap where Metz Way goes over

the rail lines) and the consultant has information from other Rygor sites as to noise and has calculated the impact to the nearest property.

- 6.17 An acoustic barrier is proposed to reduce the noise levels, sited around the south-west corner of this site, around 45 metres in width in total. The Metz Way structure would also have a noise mitigation effect in this direction. The mitigation has taken into account the gap beneath Metz Way. Further requirements are set out on closing doors and windows and an overall sound insulation performance for the building of 30dBRw, which would need to be proven and secured.
- 6.18 Further information has been provided to substantiate the noise mitigation qualities of the acoustic fence. This sets out that the noise levels from activities on the site, even further into the site away from the noise fence, would be controlled to the proposed criteria of 40dBLAeq and 55dBLamax at night at the nearest residential property on Alfred Street. This has been accepted by the Environmental Protection Officer. The applicant's noise consultant proposes that the final precise detail can be secured by condition.
- 6.19 The outline permission includes controls over the construction phase in terms of pollution. Given the separation from residential properties the building form and layout would not cause any harm to residential amenities in my view.

Landscaping

- 6.20 Tree planting is proposed around the staff/customer car park, around the lorry bays that adjoin Phase 2, and there is also a small area of landscaping at the western edge adjoining the Network Rail land. The landscaping is required by an outline condition to be carried out in full concurrently with the construction, completed no later than the first planting season following completion of the buildings, and maintained for five years.

Energy

- 6.21 The outline permission requires reserved matters applications to include details on meeting 10% of energy through renewable or low-carbon means. This proposal includes the use of photovoltaic cells and solar panel to the roof of the units for electricity and water. This is however submitted in draft and I recommend the final detail is secured by condition. A rainwater harvesting tank is also proposed.

Human Rights

- 6.22 In compiling this recommendation we have given full consideration to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any affected properties. In particular, regard has been had to Article 8 of the ECHR (Right to respect for private and family life, home and correspondence) and the requirement to ensure that any interference with the right in this Article is both in accordance with the law and proportionate. A balance needs to be drawn between the right to develop land in accordance with planning permission and the rights under Article 8 of adjacent occupiers. On assessing the issues raised by the application no particular matters, other

than those referred to in this report, warrant any different action to that recommended.

7.0 CONCLUSION

7.1 The means of access, layout, appearance, scale and landscaping of the proposals are considered acceptable subject to conditions.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

8.1 That reserved matters approval is granted subject to the following conditions:

Condition

The development shall be implemented in accordance with the following plans, except where otherwise required by conditions of this approval:

0971-04 Rev. G Site plan received by the Local Planning Authority on 7th February 2014

0971-05 Rev. B Proposed floor plans received by the Local Planning Authority on 7th February 2014

0971-06 Rev. E Proposed elevations received by the Local Planning Authority on 7th February 2014

097109 Rev. A Roof plan received by the Local Planning Authority on 7th February 2014

0971-10 Proposed sections received by the Local Planning Authority on 7th February 2014

023 01 Rev. B Detailed planting proposals received by the Local Planning Authority on 11th February 2014

Reason

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

Condition

The acoustic fence shall be installed at the location specified on the submitted site plan ref. 0971-04 Rev. G (received by the Local Planning Authority on 7th February 2014) and in accordance with details of its appearance (which shall include a detail of the proposed gate to demonstrate a consistent barrier, i.e. no gaps being apparent when closed) and its performance (to achieve noise limits of 40dB_{L_{Aeq}} and 55dB_{L_{Amax}} at night at no. 142 Alfred Street) to be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the site. It shall be maintained as such for the duration of the use hereby permitted.

Reason

To protect the amenities of neighbouring residents in accordance with the submitted proposals and Policies BE.21, FRP.10 and FRP.11 of the City of Gloucester Second Deposit Local Plan 2002, and the National Planning Policy Framework and Planning Practice Guidance.

Condition

Unless otherwise agreed to in advance and in writing by the Local Planning Authority, all windows, doors and any other external openings shall be kept closed (except for access by members of staff after which they shall be fully closed immediately) at night between 2000hours and 0730hours on any consecutive days.

Reason

To protect the amenities of neighbouring residents in accordance with the submitted proposals and Policies BE.21, FRP.10 and FRP.11 of the City of Gloucester Second Deposit Local Plan 2002, and the National Planning Policy Framework and Planning Practice Guidance.

Condition

The building hereby approved shall not be occupied until its construction has achieved an overall sound insulation performance of 30dB_{Rw}. Written evidence of this shall be provided to the Local Planning Authority prior to occupation. The building shall be maintained as such for the duration of the use hereby permitted.

Reason

To protect the amenities of neighbouring residents in accordance with the submitted proposals and Policies BE.21, FRP.10 and FRP.11 of the City of Gloucester Second Deposit Local Plan 2002, and the National Planning Policy Framework and Planning Practice Guidance.

Condition

Notwithstanding the submitted details, boundary treatments other than the acoustic fence shall be installed only in accordance with details (comprising scaled drawings of their location and appearance in elevation) to be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of design quality and the visual amenities of the area, in accordance with Policies BE.5 and BE.7 of the City of Gloucester Second Deposit Local Plan 2002, and the National Planning Policy Framework and Planning Practice Guidance.

Condition

Lighting to this site shall only be installed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities of the area and the safe operation of the adjacent railway network, in accordance with Policies FRP.9 and BE.5 of the City of Gloucester Second Deposit Local Plan 2002 and the National Planning Policy Framework and Planning Practice Guidance.

Condition

Development of the site shall take place only in accordance with the submitted Waste Minimisation Statement received by the Local Planning Authority on 7th February 2014.

Reason

To ensure implementation of the measures required by Condition 18 of the outline planning permission ref. 11/00902/OUT and submitted with this application, to minimise waste in accordance with Policy 36 of the Adopted Gloucestershire Waste Local Plan.

Condition

Prior to the commencement of construction of the building hereby approved a final version of the submitted Draft SI Sealy Mechanical Engineering Services Specification (received by the Local Planning Authority on 7th February 2014) shall be submitted to and approved in writing by the Local Planning Authority and this shall include details of measures to meet 10% of the on-site energy requirement (measured in carbon) generated by renewable or low carbon means. The measures approved shall be implemented as proposed unless otherwise agreed to in writing by the Local Planning Authority and the site shall not be opened to the public until the measures have been installed to full working order.

Reason

To ensure implementation of the measures required by Condition 25 of the outline planning permission ref. 11/00902/OUT to achieve 10% of on-site energy requirements by renewable or low carbon means, in the interests of climate change and sustainability, reducing carbon emissions as set out in the National Planning Policy Framework and Planning Practice Guidance and the supporting information to Development policy G of the Regional Spatial Strategy for the South West.

Informative note

The developer is reminded to read this approval in conjunction with the outline planning permission ref. 11/00902/OUT (as amended by 12/01052/NMA), and that several conditions require submissions as well as compliance.

Samples of external facing materials for this phase will be required under Condition 20 of the outline planning permission, notwithstanding that indicated on the submitted reserved matters plans.

This approval does not convey consent to any advertisements on the site, which may require separate advertisement consent.

Decision:

Notes:

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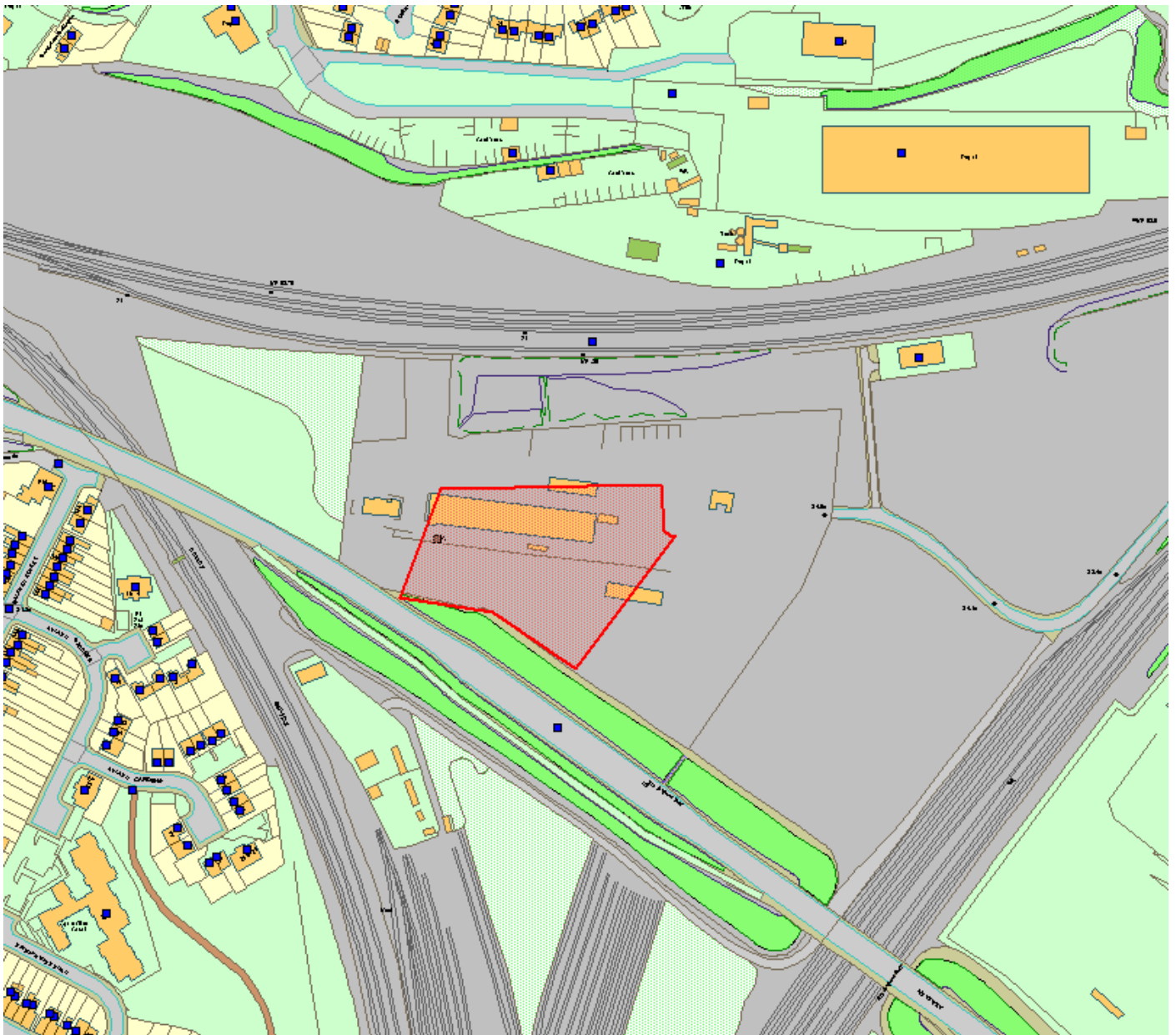
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Person to contact: Adam Smith
(Tel: 396702)

14/00145/REM

Railway Triangle Site
Metz Way
Gloucester

Planning Committee 06.05.2014





Network Rail

Ask for : Barbara Morgan
Tel :

My Ref : P/TP14/0066/BM
Your Ref : 14/00145/REM

Date : 12th March 2014

Dear Adam Smith

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: Application for approval of reserved matters (means of access, layout, scale, appearance and landscaping) for Phase 3 of Railway Triangle redevelopment, pursuant to planning permission 11/00902/OUT.

Railway Triangle Site Metz Way Gloucester

Thank you for your email dated 24th February, together with the opportunity to comment on this proposal.

Whilst there is no objection in principle to this proposal, we do have concerns that the illuminated (green) petrol sign at this site has caused problems at Gloucester Station and Network Rail have been in contact with Morrisons Store and requested they turn the sign off due to it appearing to be a green signal which is very confusing and causing safety concerns when train drivers are pulling out of the station. (Note, Network Rail were not consulted on application 13/00283/ADV for Signs at this location)

Therefore, from the details above, Network Rail require the following information:-

1. What sort of lighting is intended to be used e.g. what level of luminosity and whether any shielding will be used.
2. We note from on the plans a 6m high Entrance Pylon Sign which appears to be facing towards Gloucester Station. Can this be lowered and/or turned away from the Railway Station.

There should be no red, yellow or green lights; and no lights of any type shining towards the railway to cause dazzle to drivers.

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land In view of the close proximity of these proposed works to the railway boundary the developer **must** contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Please feel free to get in contact if you have any questions.

Yours sincerely,



Barbara Morgan
Town Planning Technician (Western)