

**GLOUCESTER CITY COUNCIL**

**COMMITTEE** : **PLANNING**

**DATE** : **5<sup>TH</sup> AUGUST 2014**

**ADDRESS/LOCATION** : **GLOUCETERSHIRE DEAF ASSOCIATION  
COLIN ROAD**

**APPLICATION NO. & WARD** : **14/00275/FUL  
BARNWOOD**

**EXPIRY DATE** : **24<sup>TH</sup> JULY 2014**

**APPLICANT** : **GLOS DEAF ASSOCIATION AND CAPE  
HOMES LTD**

**PROPOSAL** : **ERECTION OF 12 APARTMENTS,  
EXTENSION AND ALTERATIONS TO  
EXISTING DEF ASSOCIATION BUILDING,  
PROVISION OF ASSOCIATED CAR  
PARKING.**

**REPORT BY** : **BOB RISTIC**

**NO. OF APPENDICES/  
OBJECTIONS** : **SITE LOCATION PLAN  
13 LETTER OF REPRESENTATION**

**1.0 SITE DESCRIPTION AND PROPOSAL**

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

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

## **2.0 RELEVANT PLANNING HISTORY**

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

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

## **3.0 PLANNING POLICIES**

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

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

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

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

#### **4.0 CONSULTATIONS**

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

#### **5.0 PUBLICITY AND REPRESENTATIONS**

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

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

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

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

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

## **6.0 OFFICER OPINION**

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

### TRAFFIC AND TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

#### DESIGN AND RESIDENTIAL AMENITY

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

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

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

## TREES AND LANDSCAPING

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

#### ARCHAEOLOGY

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

#### OTHER MATTERS

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



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

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

## **6.0 CONCLUSION/REASON FOR APPROVAL**

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

### **Compliance with NPPF**

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

## **7.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER**

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

### **Condition 1**

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

### **Reason**

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

### **Condition 2**

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

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

**Reason**

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

**Condition 3**

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

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

**Reason**

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

**Condition 4**

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

**Reason**

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

**Condition 5**

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

**Reason**

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

**Condition 6**

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

**Reason**

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

**Condition 7**

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

**Reason**

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

**Condition 8**

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

**Reason**

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

**Condition 9**

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

**Reason**

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

**Condition 10**

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

**Reason**

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

Decision: .....

Notes: .....

.....

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

14/00275/FUL

Gloucetershire Deaf Association  
Colin Road  
Gloucester  
GL4 3JL

Planning Committee 05.08.2014





12 May 2014

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

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

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

**Parking and Access Statement.**

This statement is inaccurate and misleading particularly section 4.12

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

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

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

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

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

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

A Gibbs and PH Gibbs

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

**From**

Mr & Mrs G Airley

30 May 2014

**Ref: Application Reference - 14/00275/FUL**

**Dear Mr Ristic,**

**Key points in no particular order**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

**Mr G. P. Airley**

Enc:

**GDA: Parking Assessment**



12 JUN 2014

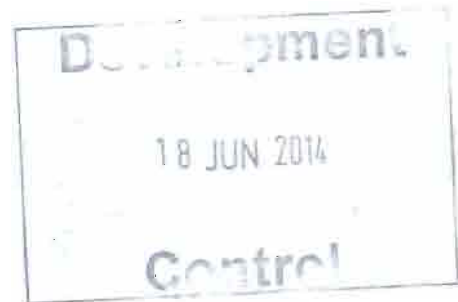
Mr B Ristic (Planning)  
Gloucestershire County Council  
Shire Hall  
Westgate Street  
Gloucester

Mr & Mrs G Daniels



9 June 2014

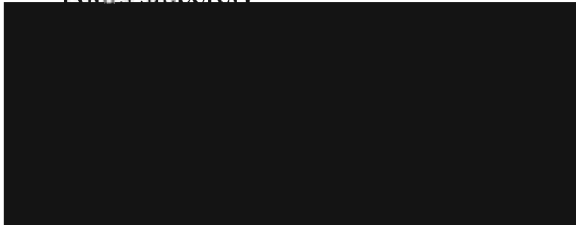
Ref: Application Reference - 14/00275/FUL



Dear Mr Ristic,

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

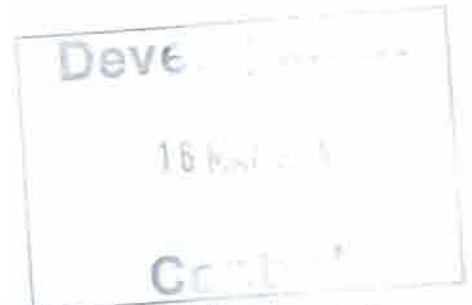
Yours sincerely





7 May 2014

Bob Ristic  
Planning Department  
Gloucester City Council  
Gloucester



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

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

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

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

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

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

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

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

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

the building without creating additional hazards for other highway users.

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

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

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

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

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

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

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

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











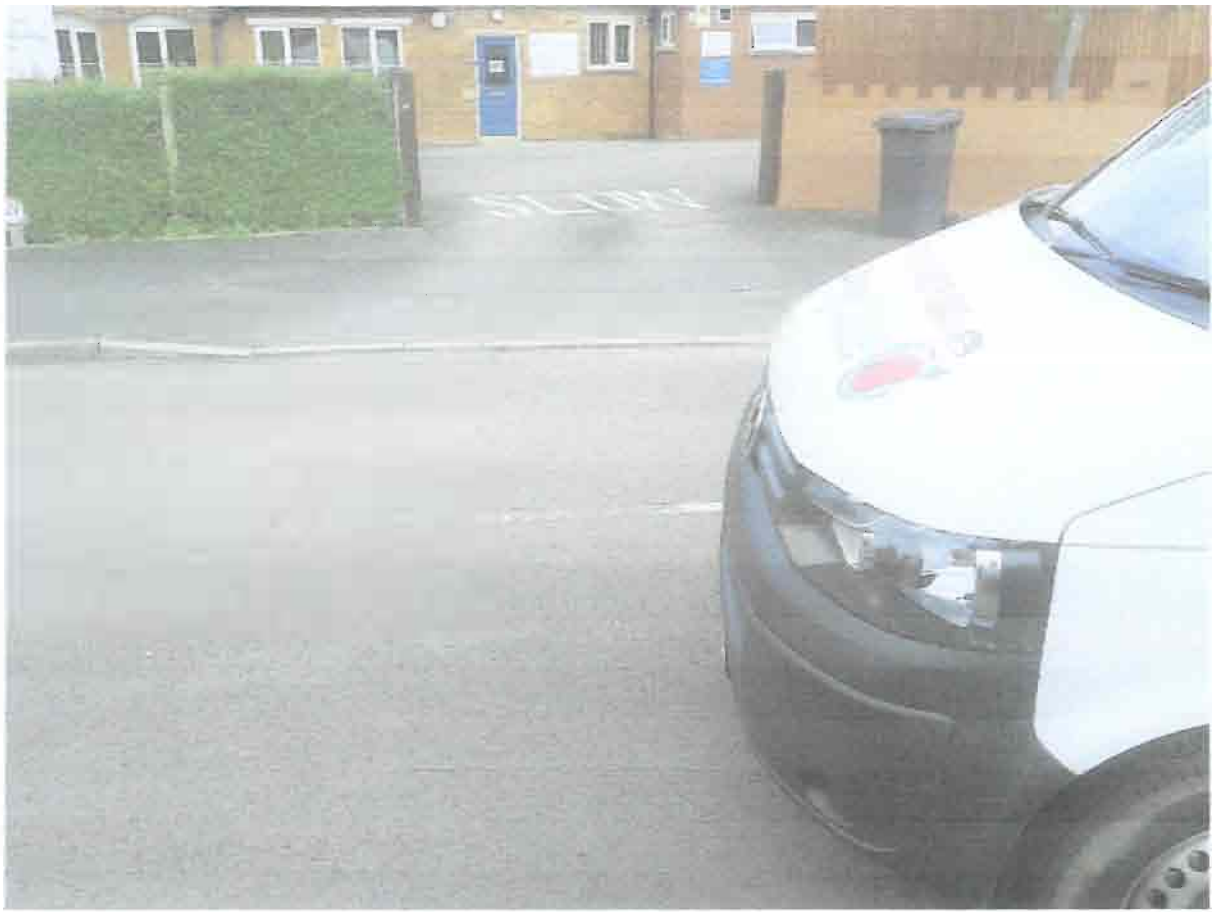






















The purpose of all these photos taken on various days and times to demonstrate how narrow Colin Road and Grove Crescent are with the current traffic volumes and parking. As you will see from the evening photograph of the Deaf Centre car park there are at least 6 cars in the car park, this was a quiet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

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

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

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

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

Kind regards

Andrew Taggart

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

Mr Andrew Sturdy

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Sirs

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

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

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

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

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

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

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

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

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

Will Perrin

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

Mark Dolphin

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

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

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

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

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

Barnwood Against Overdevelopment of Traditional Infrastructure

Colin Road

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We would like to raise the following concerns:

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

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

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

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

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

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

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

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

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

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

Regards Marcus and Rebecca Davis

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

Mrs Paula Taylor

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

Mr Andrew Brown

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

Ms Christine Gardiner