

APPENDIX 2 - SCHEDULE OF COMMENTS						
Name	Name	Organisation	Response Id	1. What is the nature of your response?	2. Please set out your views below.	Officer Response
The Guinness Partnership (Ben Cane)	Ben Cane	The Guinness Partnership	378675	Support	In addition to the communication methods already employed I would emlore you to consider the use of social media to attract a wider audience. Twitter and Facebook have been a very positive source for signposting recently and may improve the circulation.	Agree. Amend Table 1 of the SCI to include the use of social media as a community involvement method
Retired (Richard Sims)	Richard Sims	Retired	378844	Comment	The number of homes that makes a application significant at 50 is to high should be 25.	This figure is from the Council's adopted scheme of delegation so cannot be altered as a result of SCI comments.
Robert Burns	Robert Burns		378863	Support	This SCI seems to be in good order and finding no objection I give it my approval.	Support noted
Stephen Morgan	Stephen Morgan		378916	Support	I fully support the SCI, but would suggest that other ways of seeking comments are needed. The Hempsted Neighbourhood Plan is a vital first step in reversing the trend which gives landowners and developers almost carte blanche to build on green field sites because these are more profitable than brown field sites. The onus should be on developers to prove that there is a need which cannot be satisfied by brownfield site development.	Support noted. The SCI provides a comprehensive range of commmunity involement methods for plan making use.
n/a (Samantha Alderman)	Samantha Alderman	n/a	379303	Support	I support the funding for CAB services, as I understand it is means tested and it is now one of the few ways people of moderate means can access legal support, particularly for family cases, following the withdrawal of public funding for most family law cases in April 2013. In my view, decisions taken today for short term political gain, have long term detrimental effects for our children in later life. The CAB also perform a vital role in the housing sector.	Not a response to the SCI - Response to budget consultation.
Gloucestershire Wildlife Trust (Gareth Parry)	Gareth Parry	Gloucestershire Wildlife Trust	379328	Support	My only query is on what determines whether a development requires an Environmental Statement? The proposed criteria for a significant development include submission of an Environmental Statement. My concern is that this will discourage developers from producing an Environmental Statement when it is best practice to do so. There should be set criteria to ensure this does not occur.	The requirements for when an Environmental Statement (ES) needs to be produced are set out in national regulations. It is, therefore, legally set out when it may or may not be necessary to produce an ES.
Chris Hebbbron	Chris Hebbbron		379517	Comment	In general, I am in support of this document, BUT, I see no mention of the Public Open Space Strategy as being part of the process, which surely it should be. Some wards are below the statutory requirement (Abbey being one) and this should be a speical consideration too.	The remit of the SCI is to explain who, when and how the Council will consult on planning applications and on the preparation of development plan documents. The Open Space Strategy is a separate document which provides key evidence to inform the drafting of plan propsoals and policies. The gathering of evidence to inform plan preparation is undertaken in most parts during the Regulation 18 stage of plan preparation. The consultation options at this stage are provided in section 3 of the SCI.
John Hughes	John Hughes		379553	Comment	Very concerned that the cultural aspects of the city (Guildhall events and the museum services) were not supported sufficiently well in the previous consultation. Regarding budget planning and like other local authorities, opportunities to improve services (as opposed to cutting them even further) are curtailed by Central Government's determination to control the funds potentially available if the breaks on council taxes could be lifted. Good to see that most want a council tax increase, albeit at 1% for the majority. In my view the only way to restore local services to a level that actually SERVES local residents and businesses is to raise the council tax to 5% or even more. Yes, that means challenging Central Government in a carefully developed strategy refuting the way local budget development is being baulked by the Chancellor. Surely a Conservative-led city council has sufficient standing to push hard for this. The political benefits at local level of appealing against such tight control are obvious, but that may have to be left eventually to another leading political party more in tune with the city's current needs and potential development. Development that has stuttered under the current administration.	Not a response to the SCI - Response to budget consultation.
Stroud District Council (Helen Johnstone)	Helen Johnstone	Stroud District Council	380339	Comment	Introduction - Support Gloucester City Council's commitment to meeting the duty to co-operate and working closely with neighbouring authorities, other partner organisations and stakeholders (para 1.9). Planning Policy Documents - Community Engagement Support the involvement of the Local Strategic Partnership in consultation exercises (Table 1 - Community Involvement Methods, para 2.8). As a general point, the Gloucestershire planning authorities are about to sign a Memorandum of Understanding covering strategic planning matters, including additional commitments with regard to engagement and co-operation. The final Statement of Community Involvement could make reference to that document.	Support noted on Duty to Cooperate and invovlement of the Local Strategic Partnership. Agree that the SCI be amended to reflect the consultation arrangements included within the Gloucestershire Memorandum of Understanding, an officer agreed document.
David Brown	David Brown		391508	Support	Generally agree with the statement. I would encourage planning applicants to follow 4.16 / 4.17 / 4.18. This can be beneficial to all parties and in my experience works to everyone's advantage and makes progress of applications more smooth.	Comment noted
Office of Rail Regulation	Sir / Madam	Office of Rail Regulation	391510	Comment	Thank you for consulting ORR on the above Statement of Community Involvement.The Office of Rail Regulation has no comment to make on this particular document.	Comment noted

Persimmon Homes Severn Valley (Steven Kerry)	Steven Kerry	Persimmon Homes Severn Valley	391516	Comment	<p>Introduction, para. 1.4 Clarification on 'The Regulations', what regulations? We find Table 1; Community Involvement Methods to be very useful and accurately describes the main factors associated with each method, both positive and negative. P8, Development Plan Documents (DPDs) Para. 2.13 Repetition of 'a' before and after the word 'receiving' Figure 1: Development Plan Document Preparation Stages Stage 1 Typo (preparation). Although present in Section 3, recommend adding a reference to Neighbourhood Plans after SPDs in Section 2 as they also govern community engagement processes. Agree with the process undertaken in para. 4.6, as planning applications can only be refused on planning grounds the list of material considerations can be used as a filtering system for any objections relating to personal reasons. Para. 4.16 Add 'In the form of a Statement of Community Involvement' . . . Para. 4.18 We note reference to charges for pre application discussions, we would welcome clarification on what that cost would be. Overall we feel that the GCC SCI is a thorough and concise representation of the consultation processes for development plans and the submission of the planning applications, and subject to the proposed amendments above we support the SCI document.</p>	<p>Footnote 1 at para 1.1 of the SCI provides details of the statutory requirement for the preparation of the document. It also refers to the Town and Country Planning (Local Planning)(England) Regulations 2012 as being the relevant regulations. In terms of delivering a user friendly public document these references have been kept out of the main text and referred to as a footnote. To assit with the point raised a further footnote will be added at para 1.4 to refer again to the 2012 regulations. Para 2.13 - Amend plan as suggested Figure 1 - Amend plan as suggested Stage 1 - Amend plan as suggested Section 3 - Amend text. Move section 3 Neighbourhood Plans to follow on from section 2.17. as suggested. Para 4.16 - As the Council can only request this to occur, we cannot specify how it is formatted. Para 4.18 - The process and charges for pre application matters is set out on the Council's website. General Support noted.</p>
Network Rail (Barbara Morgan)	Barbara Morgan	Network Rail	391521	Comment	<p>Dear Sir/Madam Network Rail has been consulted by Gloucester City Council on the Statement of Community Involvement consultation. Thank you for providing us with this opportunity to comment on this Planning Policy document. Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network.This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts.The preparation of development plan policy and determination of relevant planning applications is important in relation to the protection and enhancement of Network Rail's infrastructure. In this regard, we are pleased to see Network Rail listed as a specific consultee. Developer Contributions The development plan policy should set a strategic context requiring developer contributions towards rail infrastructure where growth areas or significant housing allocations are identified close to existing rail infrastructure. Many stations and routes are already operating close to capacity and a significant increase in patronage may create the need for upgrades to the existing infrastructure including improved signalling, passing loops, car parking, improved access arrangements or platform extensions. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is</p>	<p>Support noted. Reference to Developer Contributions is not an issue for the SCI. This is a matter for the Infrastructure Development Plan (IDP) and the Community Infrastructure Levy (CIL). Consultation requirements (including new wider requirements) with Network Rail are set out in the Town and Country Planning (Development Management Procedure)(England)Order 2015.</p>
					<p>include the following: A requirement for development contributions to deliver improvements to the rail network where appropriate. A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated. A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit. Level Crossings Development proposals; affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision. As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services. In this regard, we would request that the potential impacts from development affecting Network Rail's level crossings, is specifically addressed through planning policy as there have been instances whereby Network Rail has not been consulted as statutory undertaker where a proposal has impacted on a level crossing. We request that a policy is provided confirming that: Gloucester City Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway: Schedule 5 (f)(ii) of the Town & Country Planning (Development Management Procedure) order, 2010 requires that; Where any proposed development is likely to result in a material increase in volume or a material change in the character of traffic using a level crossing over a railway Town Planning, Network Rail, 3rd Floor, TemplePoint, Re</p>	

					<p>(public footpath, public or private road) the Planning Authority's Highway Engineer must submit details to both Her Majesty's Railway Inspectorate and Network Rail for separate approval. Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.</p> <p>Planning Applications</p> <p>We would appreciate Gloucester City Council providing Network Rail with an opportunity to comment on any future planning applications or proposed site allocations should they be submitted for sites adjoining the railway, or within close proximity to the railway as we may have more specific comments to make (further to those above).</p> <p>Contact should be made to Network Rail's Town Planning Team for review and comment. All initial proposals should be sent to Network Rail Town Planning Team at the following address:- Town Planning, Network Rail, 3rd Floor, TemplePoint, Re(public footpath, public or private road) the Planning Authority's Highway Engineer must submit details to both Her Majesty's Railway Inspectorate and Network Rail for separate approval.</p> <p>Any planning application which may increase the level of pedestrian and/or vehicular usage at a level crossing should be supported by a full Transport Assessment assessing such impact: and The developer is required to fund any required qualitative improvements to the level crossing as a direct result of the development proposed.</p> <p>Planning Applications</p> <p>We would appreciate Gloucester City Council providing Network Rail with an opportunity to</p>	
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