



## PLANNING COMMITTEE

**MEETING** : Tuesday, 15th December 2015

**PRESENT** : Cllrs. Taylor (Chair), Lewis (Vice-Chair), Hilton, McLellan, Smith, Hobbs, Hanman, Williams, Brown, Dee, Toleman, Chatterton and Etheridge

### **Others in Attendance**

Jon Sutcliffe, Development Control Manager  
Michael Jones, Solicitor, One Legal  
Joann Meneaud, Principal Planning Officer  
Louise Follett, Senior Planning Policy Officer  
David Durden, Senior Enabling Officer  
Alex Mason, Environmental Health Officer  
Tony Wisdom, Democratic Services Officer

**APOLOGIES** : None.

### **62. DECLARATIONS OF INTEREST**

Application 14/01063/OUT – Land at Winneycroft Farm.

Councillors Williams and Toleman declared personal non-prejudicial interests as Board Members of Gloucester City Homes.

Councillor Smith declared a prejudicial interest as she lived near the site and could be affected by the impact of increased traffic.

Application 15/01142./FUL – Gloucester Bus Station

Councillor Etheridge declared a prejudicial interest by virtue of his employment.

### **63. LATE MATERIAL**

Members' attention was drawn to the late material in respect of agenda items 4 and 5 which had been published on the Council's website as a supplement to the agenda.

Due to the quantity of such information the Chair allowed sufficient time for Members to read the information.

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**64. LAND AT WINNEYCROFT FARM, CORNCROFT LANE - 14/01063/OUT**

Councillors Williams and Toleman had declared personal non-prejudicial interests as Board Members of Gloucester City Homes.

Councillor Smith declared a prejudicial interest as she lived near the site and could be affected by the impact of increased traffic. She left the meeting during consideration of this item.

The Principal Planning Officer presented her report which detailed an outline application for the erection of up to 420 dwellings and community space/building as well as associated landscaping, public open space, access, drainage, infrastructure, earthworks and other ancillary enabling works on land at Winnycroft Lane, Matson.

She advised that it had been intended to send the late material on Monday but this had not been possible due to e-mail problems. She noted that the highways comments had been omitted from the committee report in error and advised that the reference to English heritage on Page 36 of the late material should read that English Heritage had no objection to the application.

She drew Members' attention to the revised recommendation contained within the late material.

**Councillor Haigh, ward Member for Matson and Robinswood, addressed the Committee in support of the application.**

Councillor Haigh welcomed the application and stated that the developer had undertaken considerable consultation in the community. She advised that local residents understood the need for high quality housing and were keen that this development should become part of their community.

She hoped that the community would benefit from the S.106 contributions in particular Matson library and improvements to bus services. Traffic on Winnycroft Lane was a serious concern and she hoped that there would be serious mitigation at the junction with Painswick Road.

She believed that the sports pitches had not been included at the request of the local community who would have preferred for the monies to be spent on existing sports facilities within the ward.

She expressed disappointment at the proposed amount of affordable housing but supported the proposed reviews and asked Members to consider the provision of fifteen per cent affordable housing to be the absolute minimum acceptable on this site.

**Keith Fenwick for the applicant addressed the Committee in support of the application.**

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Mr Fenwick stated that the application was the result of fourteen months of detailed negotiations with Council Officers who had ensured the robustness of the scheme. Barwood had been involved with the local community since the summer of 2013 and had produced a proposal that would produce 100 jobs, £4.9 million local spend and £3.43 million for local services.

Consultants engaged by the applicant had concluded that the scheme would only be viable with zero provision of affordable housing and Barwood had offered ten per cent on or off site

Mr Fenwick noted that the Council's consultant had suggested fifteen per cent but he believed that this figure was not supported by the same level of evidence as the applicant's figures.

He suggested that in order to prevent the joint working going to waste, should no agreement be reached before the end of January, both parties enter into binding Royal Institute of Chartered Surveyors (RICS) arbitration.

Barwood would underwrite the Council's costs and would be content to be bound by the findings.

In conclusion, Barwood welcomed the opportunity to provide a valued extension to an existing community.

Councillor Lewis welcomed the application which he would only support on the basis of the provision of fifteen per cent or more affordable housing. He noted the Joint Core Strategy target of forty per cent and asked the Council's consultant to explain.

Lionel Shelley, the consultant engaged by the Council to advise on viability issues, explained that he had run a number of appraisals but he considered the main issue was the base land value. The applicant's consultant had used a price to value the land but he referred to a recent case in Islington where the Department for Communities and Local Government commented that land values should reflect policy requirements.

Councillor Hilton referred to the quantity of late material and asked why the application could not have waited until the next scheduled meeting of the Committee. He noted that the JCS proposed forty per cent affordable housing on sites of ten or more dwellings. He believed that the application was an attempt to circumvent the core strategy. he noted that the site was farm land with no archaeological concerns, no history of contamination and historic buildings so he called on the Committee to reject the application until a proper level of affordable housing could be achieved.

Councillor Chatterton questioned the Police contribution request. The Solicitor explained that the police had been given an opportunity to make further representations as the original request had not taken into account recent appeals involving Community Infrastructure Levy Regulation 123 which prohibited the pooling of contributions. With the exception of the costs of providing a policing point

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98 per cent of the contribution was not pertinent and could not be directly related to the site.

Councillor McLellan questioned the contribution toward education as he was expecting the provision of a site for a school. He was advised that even with the other site being taken into account, the total number of dwellings would not require the provision of a school on the site.

He expressed concerns regarding the impact on traffic using Winnycroft Lane and the provision of affordable housing. He noted that the site could change ownership several times before development was fully achieved and each owner would require to make a profit.

Jamie Mattock, GCC Highway Officer advised that there was no evidence available to suggest that Winnycroft Lane would be unsafe. Widths varied from 6.5 to 6.7 metres and two cars could pass in 4.1 metres width. She noted that sheep on the highway was not an unusual occurrence but this happened on roads with far heavier traffic on the Cotswolds and in the Forest of Dean. She confirmed that the Highway Authority was satisfied with the proposals.

Councillor Williams echoed Councillor McLellan's comments and she noted that health needs had not been addressed in the report. She stated that the general practitioners were at full stretch and the number of residents would impact on Gloucester Royal Hospital.

The Principal Planning Officer advised that there were surgeries in Matson and Abbeydale and that the latter had planning permission for a significant extension. She advised that the provision of medical facilities was a matter for the JCS and the City Plan.

In answer to a question from the Chair, she advised that land had been allocated for a surgery at Kingsway which still had not been provided.

Councillor Toleman what risks would arise if the Council considered arbitration or at an appeal.

The Development Control Manager stated that should Members approve the revised recommendation it would remain to be seen if the Applicant would sign the S.106 agreement. If he did not the matter would come back to Members to consider and if he did there was a provision in legislation for the applicant to request an early review. if the matter went to appeal, an inspector could take the view that no affordable housing was required.

The Chair was not happy with fifteen per cent on what may be the last significant greenfield site without contamination in the City.

The Senior Planning Policy Officer advised that the JCS policy had not yet been considered by the Inspector and the forty per cent affordable housing policy was yet to be adopted.

Councillor McLellan was advised that Section 106 contributions were required to be reasonable, necessary and directly related to the development.

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The Development Control Manager advised that provision of a site for a school could impact upon other factors and further affect the viability of the proposal.

Councillor Chatterton believed that the local school was an academy and not obliged to expand. He referred to Page 11 of the late material where the JCS consultants, PBA, believed that twenty per cent affordable housing was achievable.

Lionel Shelley explained that the PBA figures related to a high level assessment which was not specific to each site in the JCS.

The Development Control Manager believed that it was important that Members should consider viability taking into account all the S.106 contributions which totalled £3.3 million. The applicant considered that ten per cent affordable housing was viable, the Council's consultant recommended fifteen per cent and he cautioned against seeking twenty per cent on the basis of higher level analysis.

Councillor Hilton moved the recommendation in the Late Material with the amendment that a minimum of twenty per cent affordable housing be required rather than fifteen per cent. The motion was seconded.

**RESOLVED that** subject to no new material planning considerations being raised within the consultation period, the completion of a section 106 agreement to secure the requested planning obligations together with the provision of a minimum of 20% affordable housing (and a review mechanism for the re-assessment of the viability of the scheme), that outline planning permission be granted subject to detailed conditions covering the issues detailed below, (and any further conditions considered necessary) and that delegated powers be granted to the Development Control Manager to prepare the detailed wording of the conditions. The review mechanism referred to will be undertaken upon the completion of 140 dwellings and a subsequent review undertaken at a period of 3 years from the occupation of the 140<sup>th</sup> dwelling. At this 3 year period, the assessment shall apply to all the remaining unoccupied dwellings (built and unbuilt) at that time.

Conditions to be attached will include the following, with any others considered necessary. It will also be appropriate for some of the conditions to be dealt with on a phased basis.

Standard outline conditions

Reserved matters applications requiring all details except means of access to the site.

Approval of plans submitted

Submission of phasing plan with agreement for some conditions to be dealt with on a phased basis.

Full drainage details including full details of any pumping station

Detailed plans of ponds with levels and sections

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Provision of buffer to watercourse

Restriction on hours of construction work and deliveries to and from the site.

Provision of car parking for site operatives within the site.

Details of storage of materials and temporary buildings during construction.

Secure fencing to the construction site.

Measures to protect trees during construction works.

No removal/felling of landscape features during the bird nesting season.

Details of proposals to strengthen and improve hedgerows to be retained and proposals for new tree and hedge planting.

Protection of new landscaping for 5 years.

Ecological method statement and management plan including updated survey information in relation to bats and badgers.

Details of existing and proposed levels across the site

Details of noise mitigation proposals (including noise bund and fencing) prior to commencement of works, measures in place prior to occupation and sample testing prior to occupation.

Submission of programme of further archaeological work,

Submission of site investigative report and measures to deal with any contamination found and any remediation work undertaken prior to occupation, with sample testing and details of long term monitoring.

Conditions as recommended by Highway Authority – (there is some overlap with conditions referred to above so these will be amalgamated).

No works shall commence on site until details of the pedestrian crossing improvements along Matson Avenue at Gatmeres Road, Munsley Grove, Hill Hay Road, St Peter's Road, Red Well Road and Winsley Road shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details prior to first occupation of the site.

Reason:- To ensure that [the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework

No works shall commence on site until details of capacity improvements to the signalised junction of Norbury Avenue/Painswick Road have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details prior to first occupation of the site

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Reason: To ensure that cost effective improvements are undertaken to the transport network that mitigate the significant impacts of the development in accordance with paragraph 32 of the National Planning Policy Framework.

Prior to the occupation of the dwellings a bus shelter (to include seating and lighting) shall be erected at the existing stop along Matson Avenue located between the junction of Gatmeres Road and Caledonian Road on the south western bound direction in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is designed to provide access to high quality public transport facilities in accordance with paragraph 35 of the Framework.

Details of the layout and access, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out in accordance with the approved plans. No dwelling on the development shall be occupied until the carriageway(s) (including surface water drainage/disposal, vehicular turning head(s) and street lighting) providing access from the nearest public Highway to that dwelling have been completed to at least binder course level and the footway(s) to surface course level.

Reason: To minimise hazards and inconvenience for users of the development by ensuring that there is a safe and suitable means of access for all people in accordance with Paragraph 32 of the Framework.

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as either a dedication agreement has been entered into or a private management and maintenance company has been established.

Reason: To ensure that safe and suitable access is achieved and maintained for all people as required by paragraph 32 of the Framework

No development shall commence on site until a scheme has been submitted to, and agreed in writing by the Council, for the provision of fire hydrants (served by mains water supply) and no dwelling shall be occupied until the hydrant serving that property has been provided to the satisfaction of the Council.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with Paragraphs 32 and 35 of the Framework.

Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed broadly in accordance with the submitted plan drawing nos. 21099\_08\_020\_01B and 21099\_08\_020\_02B, and shall be maintained for the duration of the development.

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Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed to provide safe and suitable access in accordance with Paragraph 32 of the Framework.

The details to be submitted for the approval of reserved matters shall include vehicular parking and turning and loading/unloading facilities within the site, and the building(s) hereby permitted shall not be occupied until those facilities have been provided in accordance with the approved plans and 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 the interests of highway safety.

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

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

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods and supplies in accordance paragraph 35 of the National Planning Policy Framework.

**NOTES:**

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

The proposed development will require a Travel Plan as part of the transport mitigation package (together with a Monitoring Fee and Default Payment) and the Applicant/Developer is required to enter into a legally binding Planning Obligation Agreement with the County Council to secure the Travel Plan.



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The site is traversed by a public right of way and this permission does not authorise additional use by motor vehicles, or obstruction, or diversion. The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

The applicant is advised that to discharge condition 7 above that the local planning authority requires a copy of a completed dedication agreement between the applicant and the local highway authority or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes. maintain a strong sense of place to create attractive and comfortable places to live, work and visit as required by paragraph 58 of the Framework.

The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.

**65. LAND AT GLOUCESTER BUS STATION, MARKET PARADE - 15/01142/FUL**

Councillor Etheridge had declared a prejudicial interest by virtue of his employment.

The Development Control Manager presented his report which detailed an application for the demolition of buildings, tree removal and redevelopment of site to provide a new bus station, highways and access works, landscaping and associated infrastructure works including the provision of emergency staircase on existing NCP car park at Gloucester Bus Station, Market Parade.

He referred Members to the late material which contained comments from Environmental Planning regarding bats; a revised recommendation and suggested conditions.

He reported an additional representation from Bus Users UK and Rail Future which requested the following, some of which were already addressed:-

- Real time information on trains in the bus station and on buses in the railway station
- Clearly marked walking route between the two
- Café and waiting rooms
- Electronic information screens
- Closed circuit television
- Travel Centre
- Consultation with British Transport Police
- Litter bins
- Seating
- Provision for National Express and Megabus

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- Taxi rank
- Left luggage facility
- Car parking

**Anthony Hodge, Head of Regeneration and Economic Development, addressed the Committee in support of the application.**

Mr Hodge advised Members that the application presented a once in a generation opportunity. The existing bus station was not fit for purpose, dated, unattractive and acted as a magnet for anti-social behaviour.

The proposal was the result of public consultation and was intended to raise the standards of modern building design in the City. It was designed to be seagull proof and for ease of maintenance which was a key factor.

It would provide state of the art facilities for travellers including a café and 'pay to use', safe, well designed public toilets. It had been developed in partnership with Stagecoach who would operate the facility and had received £6.4 million of grant funding from Gloucestershire First LEP, and the Gloucestershire Local Transport Board.

He advised the Committee that there was a critical path to be followed to secure the funding for the project.

Councillor Lewis questioned the new road junction and Jamie Mattock, Gloucestershire Highways officer, advised that it would be tied in with the railway station. Each junction had been modelled separately and together to achieve betterment.

Councillor Chatterton noted that a sequence of sets of traffic lights close together was proposed and he noted that the similar arrangement on the A38 failed regularly.

Ms Mattock advised that the scheme was redistributing existing traffic rather than generating traffic.

Councillor McLellan believed a greater number of passengers travelled on bus services which did not use the bus station. He was advised that existing arrangements would not be changed.

Ms Mattock confirmed that access would be maintained for all businesses and residents.

Councillor Hobbs believed the design to be bland and failed to project the aspirations of the City. He noted that people using the present pedestrian crossing tended to walk out into the traffic. He was advised that this had been recognised and addressed in the design of the replacement.

Councillor Williams requested that alternative public toilet facilities be provided during the building phase.

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**RESOLVED that planning permission be granted subject to the following conditions:**

1 The development hereby permitted shall be begun before the expiry of three years beginning with the date of this permission.

Reason: In accordance 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.

2 The development hereby permitted shall be carried out in accordance with the following documents

- Application form
- Planning Statement
- Design and access Statement
- Drawing No. 6802-BDP-XX-00-PL-A-200001
- Drawing No. 6802-BDP-XX-01-PL-A-200002
- Drawing No. P2006802-BDP-EL-A-20004
- Drawing No. 6802-BDP-XX-01-PL-A-200005
- Drawing No. 6802-BDP-XX-01-PL-A-200006
- Drawing No. 6802-BDP-XX-02-PL-A-200007
- Drawing No. 6802-BDP-XX-XX-EL-A-200008
- Drawing No. 6802-BDP-XX-XX-SE-A-200009
- Drawing No. 6802-BDP-XX-01-PL-L-001
- Drawing No. 6802-BDP-XX-01-PL-L-101
- Drawing No. 5133196-ATK-TP01-EX-D-0500 Rev P2
- Drawing No. 5133196-ATK-TP01-DR-D-0501 Rev P10

and any other conditions attached to this permission.

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

3 No development, other than demolition to slab level only, shall take place within the application site 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 and Policies BE.36, BE.37 & BE.38 of the Gloucester Local Plan (2002 Second Stage Deposit).

4 No development, other than demolition to slab level only, shall commence until a detailed scheme showing the complete scope and arrangement of the foundation design and ground works of the proposed development (including drains and services) has been submitted to and approved in writing by the Local Planning

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Authority. Development shall only take place in accordance with the approved scheme.

Reason: The site may contain significant heritage assets. The Council requires that disturbance or damage by foundations and related works is minimised, and that archaeological remains are, where appropriate, preserved in situ. This accords with Policy BE.31 and BE.36 of the Second Deposit City of Gloucester Local Plan (2002) and paragraph 141 of the NPPF.

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

**A. Site Characterisation**

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

- (i) a survey of the extent, scale and nature of contamination;
  - (ii) an assessment of the potential risks to:
    - human health,
    - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
    - adjoining land,
    - groundwaters and surface waters,
    - ecological systems,
    - archaeological sites and ancient monuments;
  - (iii) an appraisal of remedial options, and proposal of the preferred option(s).
- This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

**B. Submission of Remediation Scheme**

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

**C. Implementation of Approved Remediation Scheme**

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

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

**D. Reporting of Unexpected Contamination**

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

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

**E. Long Term Monitoring and Maintenance**

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy FRP.15 of the Second Deposit City of Gloucester Local Plan (2002).

6 Prior to commencement of the development hereby permitted, an Environmental Management scheme for the demolition works shall be submitted to and approved in writing by the Local Planning Authority which specifies mitigation measures in respect of the following issues in order to prevent nuisance. The demolition works shall not be commenced until the approved scheme has been implemented and made fully operational, and thereafter it shall be operated and maintained, as long as demolition works continue. The scheme shall include details of how dust will be qualitatively monitored:

1. Dust from demolition

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2. Dust from groundworks
3. Dust from haul roads
4. Dust from stockpiles and material handling/removal
5. Light from security compounds etc
6. Storage of waste
7. Keeping highways clear of mud

Reason: To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002). The information is required upfront to ensure demolition works do not have an unacceptable impact.

7 Prior to commencement of any works other than demolition works, an Environmental Management scheme for subsequent remediation, preparatory and construction works shall be submitted to and approved in writing by the Local Planning Authority which specifies mitigation measures in respect of the following issues in order to prevent nuisance. No works other than demolition works shall commence until the approved scheme has been implemented and made fully operational, and thereafter it shall be operated and maintained, as long as the works continue. The scheme shall include details of how dust will be qualitatively monitored:

1. Dust from groundworks
2. Dust from haul roads
3. Dust from stockpiles and material handling/removal
4. Light from security compounds etc
5. Storage of waste
6. Keeping highways clear of mud

Reason: To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

8 No materials or substances shall be burnt within the application site during the demolition, remediation or construction phases.

Reason: To safeguard residential amenity and prevent pollution in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

9 During the construction phases no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

10 Prior to any development other than demolition works commencing, a scheme containing detailed drainage plans for surface water and foul sewage shall be submitted to and approved 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 should be supported by modelling/simulations of the scheme to demonstrate it is technically feasible. Details of the flood flow exceedance routes shall also be provided. In

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particular, the proposals shall make clear how the water quality objectives set out in National SuDS guidelines are to be achieved. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution 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).

11 Prior to the commencement of development, full details of proposed treatments to building elevations remaining after demolition works shall be submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: As sufficient details were not provided in the planning application, and in accordance with policy BE.7 of the Second Deposit City of Gloucester Local Plan (2002).

12 Prior to any above ground construction works being carried out, full details and/or samples of the following items shall be submitted to and approved by the Local Planning Authority.

- Samples of all external materials
- Product details of all street furniture and lighting
- Section drawings for screens around the bus station
- Scaled drawings for new external escape staircase for car park
- Detailed information on signage across the site
- Details for historic interpretation on the site and proposed public art

Development shall be carried out in accordance with the approved details.

Reason: As sufficient details were not provided in the planning application, and in accordance with policy BE.7 of the Second Deposit City of Gloucester Local Plan (2002).

13 No above-ground construction works shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: As sufficient details were not provided in the planning application, and in accordance with policy BE.7 of the Second Deposit City of Gloucester Local Plan (2002).

14 No above-ground construction works shall take place until a landscape scheme has been submitted to and approved in writing by the local planning authority. The submitted design shall include scaled drawings and a written specification clearly describing the species, sizes, densities and planting numbers.

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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).

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

Reason: To ensure a satisfactory and well planned development and to preserve and enhance the quality of the environment in accordance with policies BE4 and BE.12 of the Second Deposit City of Gloucester Local Plan (2002).

16 Prior to commencement of construction works details of the construction phasing of the highway works as shown on plan no 5133196-ATK-TP01-DR-D-0501 Rev P10 shall be submitted to and approved by the Local Planning Authority. These shall be broadly in accordance with the details in Appendix H of the submitted transport assessment. The highway works shall then be completed in all respects in accordance with the approved details prior to the commencement of operation of the Bus Station.

Reason: To ensure safe and suitable access is retained for existing commercial and residential businesses during the construction phase and for the development in accordance with Paragraph 32 of the National Planning Policy Framework and policy TR.31 of the Second Deposit City of Gloucester Local Plan (2002).

17 The demolition of Bentinck House (building 3) and former staff area (building 2b) shall be carried out in the presence of an ecologist holding a relevant bat licence. If bats are found then all work on that building should cease while a licence is applied for and measures for translocation put in place. Full details of such measures to be taken shall be submitted to and approved by the Local Planning Authority. Demolition works shall only resume when translocation to an alternative acceptable site, in accordance with the approved details, has been completed.

For the protection of a European protected species if found on the site, and in accordance with policy B.7 of the Second Deposit City of Gloucester Local Plan (2002).

Notes:

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



**PLANNING COMMITTEE  
15.12.15**

The Wildlife and Countryside Act 1981 (as amended) contains provisions relating to the protection of nesting birds which must be complied with in relation to the removal of trees and demolition of buildings.

**66. DATE OF NEXT MEETING**

Tuesday, 12 January 2016 at 6.00 pm.

The Chair wished all present a Merry Christmas.

**Time of commencement: 6.00 pm hours**

**Time of conclusion: 8.45 pm hours**

**Chair**