

GLOUCESTER CITY COUNCIL

COMMITTEE : **PLANNING**

DATE : **12th APRIL 2016**

ADDRESS/LOCATION : **KEYWAY 4 BARNWOOD POINT**

APPLICATION NO. & WARD : **15/01605/FUL
BARNWOOD**

EXPIRY DATE : **20TH APRIL 2016 (Extension of time)**

APPLICANT : **PENDRAGON PLC**

PROPOSAL : **ERECTION OF VEHICLE SALES CENTRE,
VEHICLE SALES CAR PARK AND NEW
VEHICLE WASH BAY INCLUDING
WORKSHOP WITH MOT FACILITY
(AMENDED DESCRIPTION)**

REPORT BY : **FIONA RISTIC**

NO. OF APPENDICES/ : **SITE LOCATION PLAN**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The site is adjacent to Corinium Avenue and Barnwood Road. The site is currently redundant and the total area is 0.8 hectares. The site contains a red brick warehouse/industrial building which would be demolished as part of this application. The proposal is for a new vehicle sales centre, new vehicles sales car parking area and a new vehicle wash bay. The frontage of the building would overlook Corinium Avenue and Barnwood Road. The building would measure a maximum of 32m deep, 36.6m wide and 7m in height. The materials for the vehicles sales centre would consist of Kingspan Optimo composite cladding panels in goosewing grey and Azure blue and aluminium framed glazing in cornflower blue.
- 1.2 The proposal also includes a vehicle wash bay which would measure 9.4m deep, 8.04m wide and vary in height from 3.9m at the eaves upto 4.6m at the ridgeline. The wash bay would be constructed from composite cladding panels
- 1.3 The site has an existing access however the position will be altered and an additional entrance barrier installed to provide additional security once the dealership working hours have concluded. The site would provide 255 spaces. 2 of these would be disabled spaces and 1 would be a mother and child space. Regarding cycling provision the application proposes 10 customer cycle hoops adjoining the showroom. Staff will be provided with a secured bicycle store at the rear of the showroom to contain 10 bicycles. Wall mounted

CCTV cameras will be provided where necessary. In addition pole mounted and wall security lights will be located in various positions. All lights will be LED and fixed to 6m high posts. Lamps are to be fitted with hoods to prevent light spill from the site. Dawn to dusk sensors will be included.

- 1.4 The business would employ 12 full-time employees and 6 part-time employees. The hours of operation for the sales area would be 8.45 to 19.00 Monday to Friday, 8.45 to 17.00 Saturday and 11.00 to 16.00 Sundays and bank holidays. The workshop would be 8.00 to 17.30 Monday to Friday, 8.00 to 12.45 Saturday and closed on Sundays and bank holidays.

2.0 RELEVANT PLANNING HISTORY

- 2.1 00/00793/FUL-Alterations to warehouse building (including cladding of north elevation) and formation of lorry parking area – granted- 14/01/01

01/00306/FUL-Formation of access at A38/A417 Roundabout (amendment to 99/00212/FUL) and construction of internal circulation roads – granted – 30/07/01

06/01210/FUL- Change of use of part of ground floor to B1 use. External changes incorporating new windows doors and 2 no. entrance canopies. – granted – 11/12/06

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 has been published and 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 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils and published its Submission Document which was submitted to the Planning Inspectorate on 20th November 2014. Policies in the 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 does 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.

3.5 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
- Relevant policies from the City of Gloucester Second Deposit Local Plan (2002) are:

3.6 BE.1 Scale, massing and height
BE.7 Architectural Design
BE.4 Criteria for the layout, circulation and landscape of new development
BE.12 Landscape Schemes
BE.21 Safeguarding of Amenity
TR.9 Parking Standards
TR.12 Cycle parking standards
TR.31 Highway Safety
FRP.6 – Surface water runoff
FRP.15 – Contaminated Land

3.7 All policies can be viewed at the relevant website address:- Gloucester Local Plan policies – www.gloucester.gov.uk/planning; and Department of Community and Local Government planning policies - www.communities.gov.uk/planningandbuilding/planning/.

4.0 CONSULTATIONS

Lead Local Flood Authority

No concerns exist on the flood risk to the site from external sources. The site has been previously developed on, and therefore should be subject to the requirement of reducing the site's runoff to the greenfield equivalent, as per the Non-Statutory Technical Standards for Sustainable Drainage. If it can be demonstrated this is not feasible, Gloucestershire County Council requests a 40% better on the existing flows. It is acknowledged the applicant has proposed permeable tarmac throughout the hardstand areas. This will reduce the runoff however, without the detail of the construction layers and ground condition, the level of benefit is unknown. The LLFA requests this is presented in the Detail Design.

The applicant has proposed to use a drainage interceptor as a means of pollution control for the wash bay, and relies on the permeable tarmac for the

parking and vehicle display areas. The LLFA has concerns on the effectiveness of the permeable tarmac on pollution control for the lifetime of the development, and request additional pollution control features be explored (e.g. filtration trenches).

The applicant has also not presented a maintenance strategy for the drainage system. This is common practice, as the detail design of the system is required to determine the maintenance needs. Such a strategy will be required within the Detail Design. The site has no net gain in impermeable surfaces, and a vast quantity of the site will maintain as a "courtyard" with an "improved" surface, demonstrating there should be no net gain in surface water runoff rates or volumes. The principle of the development therefore can be considered appropriate.

Conclusively, the LLFA recommends **NO OBJECTION** to the proposal in its current form, subject to a condition asking for a detailed drainage strategy to be submitted.

Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the Lead Local Flood Authority.

Network Rail

No comments received

Severn Trent Water

I can confirm we have no objections to the proposals subject to the inclusion of the following conditions:

1. The development hereby permitted should not commence until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority.
2. The scheme shall be implemented in accordance with the approved details before the development is first brought into use. This is 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.
3. We do advise that there may be a public sewer located within the application site and encourage the applicant to investigate this. Please note that public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. If there are sewers which will come into close proximity of the works, the applicant is advised to contact Severn Trent Water to discuss the proposals and we will seek to assist with obtaining a solution which protects both the public sewer and the building.
4. Please note, when submitting a Building Regulations application, the building control officer is required to check the sewer maps supplied by Severn Trent and advise them of any proposals located over or within 3 meters of a public sewer. In many cases under the provisions of Building

Regulations 2000 Part H4, Severn Trent can direct the building control officer to refuse building regulations approval.

Councils Drainage Engineer

No further comments at this stage as LLFA have commented, however would like to be involved in the discharge of drainage conditions.

Archaeology

This site has already been subject to archaeological evaluation (trial trenching) in 2001. That investigation identified no significant archaeological remains within the site. The County Archaeologist is therefore satisfied that significant archaeological remains are unlikely to be impacted by these proposals and has no comment to make.

Contaminated Land

WRS have reviewed the above application for potential contaminated land, part of the proposed development is on a polygon signifying a factory or works and is potentially contaminated land therefore it is recommended that a contaminated land condition stating that development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1 to 4 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 condition 4 has been complied with in relation to that contamination.

Environmental Health

Recommend approval subject to the following conditions and footnote –

1. Environmental Management Scheme: Operating controls
2. Restriction of hours during demolition/construction
3. Restriction of hours of delivery during the demolition/construction phase
4. No burning of materials/substances during construction phase
5. Noise of mechanical and associated
6. Proposed operating hours
7. When motor vehicle workshop and vehicle wash bays are in use during the permitted operating hours all doors and windows that serve the building are to be kept closed to prevent unreasonable levels of noise escaping the site.
8. Informative – Permit to Operate

Note – I have not recommended a condition regarding hours of operating given the commercial location of the application site

Highways

The site is located off the A417 Corinium Avenue a 50mph dual carriageway in suburban Gloucester within walking / cycling distance of surrounding residential areas, nearby commercial and retail units and regular service bus stops from/to Gloucester City Centre. The proposed vehicle sales centre including sales car park and wash bay could result in an increase in vehicle trips generated from the previous use as either an industrial or warehouse

unit. Based on a TRICS analysis estimates based on the site area approximately 230 daily two-way vehicle movements including 15 in the am 8-9am peak hour and 18 in the 5-6pm peak hours. Compared to between 56 and 183 daily two-way movements for a warehouse and industrial unit respectively, and between 6 and 17 am peak hour two-way movements and between 5 and 14 pm peak hour two-way movements for warehouse and industrial unit uses. However given the proposed site vehicle access is similar to the existing access at the end of a private industrial estate road leading from a well established access onto Corinium Avenue with no related collisions recorded in the past 3 years related to the Corinium Avenue access and at worst the additional traffic would be 0.5% of daily flows and 0.4% to 0.5% of peak hour flows both vehicle access and vehicle trip generation is accepted.

In accordance with NPPF paragraph 32 provision and opportunities for sustainable modes should be maximised. Therefore to reduce reliance on private vehicles to access the site, pedestrian/cycle connections should be provided. A revised site plan drawing 2698/20-Rev 4 has been submitted following previous comments illustrating direct pedestrian/cycle access and clear pathway into the site for pedestrian access to the front entrance should be provided from the existing highway.

Staff and customer cycle parking is provided which would be sought by condition. In conclusion I recommend no objection subject to the following conditions;

1. Pedestrian/cycle access shall be provided prior to occupation of the proposed development
2. The development shall not be occupied until the cycle storage facilities have been made available
3. No development shall commence on site until a scheme has been submitted for the provision of fire hydrants

Landscape

The planting proposal is now acceptable, but I still would like to see the boundary treatment changed adjacent to the customer parking area, so I think boundary treatments will still need to be conditioned, along with the restriction on parking cars in the landscaped areas.

Police

No response received

Policy

No response received

Trees

There are no trees on site worthy of a TPO. The weeping willow was felled years ago. We need a robust landscaping and tree planting scheme along the frontage. It is a good opportunity to obtain new tree planting in a highly visible and prominent location.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 A site notice was erected and press notice published and thirty neighbouring properties were consulted. No comments have been received.

6.0 OFFICER OPINION

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

6.2 It is considered that the main planning issues with regard to this application are:

- Principle of Development
- Siting and design
- Residential Amenity
- Landscape Design
- Highway safety
- Drainage

Principle of Development

6.3 The application site was last used for B1 and B8 use but is currently vacant. The site adjoins other industrial units with a hotel and the coroner court opposite. The principle of the proposed commercial development on the site is therefore considered to be acceptable and would not be out of character in the area.

Siting and Design

6.4 The proposed building would be sited towards the centre of the site with the vehicle display area nearer to the roundabout. Given that the building would only be single storey, located away from the roundabout and would be seen in the context of the neighbouring industrial buildings it is not considered that it would appear overly prominent. The applicant has broken up the elevations using different planes and glazing and submitted amended plans to integrate goosewing grey cladding with the original azure blue cladding to break up the mass of colour. It is considered that this amended scheme would be in accordance with policy BE.1 of the Gloucester City Council Second Deposit Local Plan (2002). The applicant has also changed the proposed cladding from microrib to Kingspan Optimo which is a flat wall panel and would give a better finish.

Residential Amenity

6.5 There are no residential properties in close proximity to the site. The nearest residential properties to the north-west would be separated by the railway line and a private playing field. It is therefore not considered that the proposal would be contrary to policy BE.21 of the Gloucester

Landscape Design

- 6.6 The application has been accompanied by a proposed landscape scheme, which has been modified in accordance with comments made by the Council's Landscape architect. A balance has to be struck between security for the cars, allowing visibility of the cars for sale and softening what is a prominent site with a large amount of hard landscaping proposed. The applicant has improved the landscaping from the original submission but as there are still some outstanding issues. The planting proposal is now acceptable but the boundary treatments will still need to be conditioned and a condition on the permission to restrict cars being parked in the landscaped areas.

Highway Safety

- 6.7 The Council's Highways Engineer has assessed the application and considered the existing potential trips generated in comparison to the proposed trips. The Engineer has acknowledged that the proposed use could result in an increase in vehicle trips generated from the previous use. However, given that the proposed site access is similar to the existing access at the end of a private industrial estate road leading from a well established access onto Corinium Avenue with no related collisions in the last 3 years the vehicle access and trip generation is accepted and there is no objection from the Highways Engineer subject to conditions.

6.8 Drainage

The Lead Local Flood Authority have commented on the scheme as it is a major site. The applicant is proposing permeable tarmac This would reduce runoff, but without the detail of the construction layers and ground condition the level of benefits is unknown. The Flood Authority have therefore recommended a condition asking for the detailed design of the drainage system to be submitted before development is commenced.

7.0 CONCLUSION/REASON FOR APPROVAL

- 7.1 The proposed commercial use is considered to be acceptable for this commercial area and the amended design is considered to be acceptable and not unduly prominent. The building will be set back from the corner and seen in the context of the adjoining commercial buildings. There is no objection from the County Highways Engineer, Environmental Health and the Lead Local Flood Authority subject to conditions and the proposed landscaping is acceptable subject to a condition about details of boundary treatments. Given the location the proposal would have no impact on any residential properties. Accordingly the proposal is considered to comply with Policies BE.1, BE.4, BE.7, BE.12, BE.21, TR.9, TR.12, FRP.6, FRP.15 and TR.31 of the Second Deposit Gloucester City Local Plan (2002) and policy in the NPPF.

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

- 8.1 That permission be 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 the application form and Design and Access statement and drawing number 2698/01 received by the Local Planning Authority on 24th December 2015, drawing numbers 2698/10, 2698/11, 2698/20 rev 6, 2698/22, 2698/23 and landscape plan 2698/PL/01B received 21st March 2016, drawing number 2698-24A received by the Local Planning Authority 22nd March 2016 and drawing number 2698/21/rev 5 received by the Local Planning Authority on 23rd March 2016 and any other conditions attached to this permission.

Reason

To ensure that 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).

Condition 3

The pedestrian/cycle access shown on drawing 2698/20-Rev 6 shall be provided prior to occupation of the proposed development and thereafter maintained for the duration of the development.

Reason

To ensure that adequate non-motorised access is provided, to promote and ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

Condition 4

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in general accordance with the submitted plan 2698/20-Rev 6 and those facilities shall be maintained for the duration of the development.

Reason

To ensure that adequate cycle parking is provided, to promote cycle use and to ensure that the opportunities for sustainable transport modes have been taken up in accordance with paragraph 32 of the National Planning Policy Framework.

Condition 5

Prior to the first use of the building hereby permitted a scheme shall be submitted and agreed in writing for the provision of fire hydrants for the benefit of the commercial development in a location agreed with the Council and

should meet the requirements of Building Regulations Approved Document B Volume 2 Sections 15 & 16 (Fire Hydrants/Water Supplies and Vehicle Access). The commercial development building shall not be occupied until the hydrants have 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.

Condition 6

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 conditions 1 to 4 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 condition 4 has been complied with in relation to that contamination.

1. 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,
- archeological 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'*.

2. 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 EPA 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

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 in PPS23 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.

4. 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 condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, 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 condition 3.

5. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of [x] years, 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).

Condition 7

No development approved by the permission shall be commenced until a Detailed Drainage Strategy including the disposal of foul and surface water flows has been submitted to and approved in writing by the Local Planning Authority. The Strategy must include a Maintenance Strategy and be supported by evidence demonstrating the scheme is technically feasible; and where applicable adheres to the NPPF, Non-statutory technical Standards for Sustainable Drainage, Building Regulation H and local policy. The drainage scheme shall be carried out in accordance with the approved details before the development is first brought into use. Where surface water requires disposal off site (i.e. not infiltrated) the applicant must provide evidence of consent to discharge/ connect through 3rd party land or to their network/system/watercourse.

Reason

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding. It is important that these details are agreed prior to the commencement of development as any works on site could have implications for drainage in the locality

Condition 8

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:

- Provide a suitable construction vehicle access;
- provide for the parking of vehicles of site operatives and visitors;
- provide for the loading and unloading of plant and materials;
- provide for the storage of plant and materials used in constructing the development;
- provide for wheel washing facilities;
- provide measures to control the emission of dust and dirt during demolition/construction from ground works, haul roads, stockpiles and material handling/removal;
- light from security compounds;

- storage of waste.

Reason

To reduce the potential impact on the public highway and to safeguard residential amenity and prevent pollution in accordance with policies TR.31 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 9

During the construction phase 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 safeguard the amenity of the area in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 10

No deliveries shall be taken at or dispatched from the development before 8am on weekdays and 8.30am Saturdays nor after 6pm on weekdays and 1pm on Saturdays, nor at any time on Sundays, Bank or Public Holidays.

Reason

To safeguard the amenity of the area in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 11

No materials or substances shall be burnt within the application site during the construction phase.

Reason

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

Condition 12

The rating level of any noise generated by mechanical plant associated with the development shall not exceed the pre-existing background level by more than 5dB(A) at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142: 2014 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas.

Reason

To safeguard the amenity of the area in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002)

Condition 13

When the vehicle wash and motor vehicle workshop are in use, all doors and windows that serve these buildings should be kept closed

Reason

To prevent unreasonable levels of noise escaping the site in accordance with policy FRP.10 of the Gloucester City Council Local Plan (2002)

Condition 14

Notwithstanding the submitted plans no above ground development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details.

Reason

In the interests of visual amenity and to ensure dwellings have satisfactory privacy in accordance with policies BE.21 and BE.4 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 15

No cars shall be parked in the areas of landscaping shown on plan number 2698/PL/01B received 21st March 2016

Reason

In the interests of visual amenity and to ensure dwellings have satisfactory privacy in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 16

The landscaping scheme as shown on the approved plan number 2698/PL/01B shall be carried out concurrently with the development hereby permitted and 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).

Notes to Applicant

1. Your attention is drawn to the requirements of the Building Regulations, which must be obtained as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 01452 396771 for further information.

2. 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.

3. We do advise that there may be a public sewer located within the application site and encourage the applicant to investigate this. Please note that public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. If there are sewers which will come into close proximity of the works, the applicant is advised to contact Severn Trent Water to discuss the proposals and we will seek to assist with obtaining a solution which protects both the public sewer and the building.

4. All crushers and screens that are to be used on site shall be accompanied by a Permit to Operate issued under the Environmental Permitting Regulations 2010

Decision:

Notes:

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Person to contact: Fiona Ristic
(Tel: 396716)

15/01605/FUL

Keyway
4 Barnwood Point
Corinium Avenue
Gloucester
GL4 3HX

Planning Committee 12.04.2016

