

## **LATE MATERIAL (APPLICATIONS FOR DETERMINATION)**

**PLANNING COMMITTEE: 14<sup>ST</sup> JUNE 2016**

### **ITEM 5 - 16/00158/FUL – PHASE 5, RAILWAY TRIANGLE**

#### **Additional comments:**

##### Highway Authority

In terms of the outstanding highways matters, the applicants have now submitted a comparative parking accumulation study, as requested by the Highway Authority. This is acceptable to the Highway Authority, who have confirmed their consultation response as follows:

##### Location:

The proposed development is located north of the recently constructed Morrison's supermarket. The site occupies the northeast plot within the wider Railway Triangle Site. Gloucester City centre is approximately 1.6km to the west. Access to high quality sustainable transport is available within a reasonable walking distance from the site on Metz Way.

##### Access:

Access to the site is by way of a new priority T-junction of a bell mouth style allowing vehicles to pass one another. The access is suitable for a rigid body HGV to enter the site. Given the unit sizes, a rigid body HGV is the likely type of goods vehicle to be entering the development. Pedestrian access to the site will make use of the existing footway facilities within the wider triangle development. A suitably located zebra crossing with tactile dropped kerbs will ensure that pedestrians can safely cross the road. A footway/cycleway extends into the site providing access to the units as well as providing a link to Blinkhorns Bridge Lane railway underpass. The pedestrian provisions have resulted in the stopping up and diverting of a PROW ZGL126. The PROW follows a similar alignment to the existing route. The PROW will be adequately lit and overlooked to maintain a sense of passive surveillance in order to create an attractive link to the residential developments north of the railway.

##### Visibility:

The wider Triangle Park development has been designed and constructed to accord to a 20mph design speed. The required visibility therefore for an existing 20mph highway would be 2.4m x 45m in either direction to the nearside carriageway edge. DWG CPI-082610-CIV-001 P01 has demonstrated that the required visibility is achievable in either direction. The development therefore can provide safe and suitable access to the development in accordance with the requirements of the NPPF.

##### Internal Layout:

The main internal spine road from the access is 7.3m in width which is suitable for a minor industrial access road in accordance with the local guidance and can adequately accommodate the passing of two HGV's. A localised narrowing is present between units B and D, however this is still sufficiently wide enough to pass two private motor cars. The internal layout has been tracked for a rigid body HGV and has been demonstrated to adequately enter, turn without conflicting kerb-lines, trees or formal parking spaces and egress from the site in forward gear.

##### Parking:

The development has provided 67 car parking spaces. In order to assess the adequacy of the parking provision, it was requested that a parking accumulation study was undertaken using a local donor site. The applicant selected the Space Business Park as the comparison study which is acceptable; the site shares a similar unit size and parking provision to that of the proposed Triangle Park development.

The Space Business Park was subject to 235 vehicles entering the site and 213 exiting the site between 08:00 – 18:00. The AM peak parking accumulation was recorded as 61 of 74 spaces being occupied, leaving a surplus capacity of 21%. The PM peak parking accumulation was recorded as 57 spaces being occupied, leaving a surplus of 29.8%. The overall peak parking accumulation was 61. As the sites are similar, it is therefore reasonable to apply the figures surveyed at the Space Business Park to the parking provision proposed at the Triangle Park Development.

Therefore, the Triangle Park developments AM peak parking accumulation would be 53 of the 67 spaces occupied, leaving a surplus of 14. The PM peak parking accumulation would be 47 of the 67 spaces, leaving a surplus of 20.

The proposed parking provision of 67 spaces would therefore be regarded as sufficient and would not result in any indiscriminate parking upon the publicly maintainable highway. Furthermore, the site is accessible to high quality public transport which will provide the opportunity for a modal shift to sustainable transport, reducing car dependency and further reducing the parking demand. In accordance with the requirements of Paragraph 39 of the NPPF, the parking provision would be acceptable.

The overall parking layout is adequate, with disabled parking spaces being suitably located close to pedestrian entrances. 16 cycle parking spaces have been provided to enable further alternative travel methods.

#### Vehicular Trip Generation:

Individually the site has been allocated 1013.2sqm to B1 (25%), 1013.2sqm to B2 (25%) and 2026.5sqm to B8 (50%).

At a worst case the development could generate the following number of trips based on a number of TRICS surveys;

B1: 23 AM and 21 PM peak hour trips.

B2: 7 AM and 7 PM peak hour trips.

B8: 13 AM and 11 PM peak hour Trips

The combined peak hour trip generation would be 43 trips in the AM peak and 39 PM peak hour trips. This would be based upon 100% occupancy of the proposed units.

A previous application for the regeneration of the whole Railway Triangle site, ref: 11/0902 was granted Outline permission for approximately 15,000sqm of B1/B2/B8 use, with the Outline Masterplan allocating approximately 6038sqm of B1/B2/B8 use to the plot subject to this current planning application. The proposed development is for 4052.9sqm of B1/B2/B8 use, significantly less than what was deemed acceptable for the Outline application. Therefore the overall trip generation would be less than what was deemed to be acceptable for the previous Outline application and as such the proposed development is not a significant generator of traffic and the impact of such development will not be regarded as severe.

## Environmental Protection

In terms of the outstanding environmental health issues, the Environmental Protection Officer has now reviewed the applicant's report. He is happy with the studies that have been undertaken for the external movements, with robust worst-case scenarios measured, and no harm identified.

In respect of noise from plant and machinery a condition controlling the overall noise level is necessary to ensure the continued amenities of the locality. A specific condition wording amending draft Condition 13 has now been agreed with the Environmental Protection Officer that sets an absolute requirement for the noise generated. This also means that draft Condition 14 is not necessary and can be deleted.

## Other comments

Severn Trent has responded to confirm that it is happy with the proposals and that the permission require that the developer implements the submitted scheme. This is as already proposed in draft Condition 9.

The Lead Local Flood Authority has commented that the suggested SuDS maintenance strategy is not yet satisfactory and requires elaboration. No change is necessary as draft Condition 10 already asks for a maintenance plan and the matter can be addressed pursuant to this.

No comments have been received from the public during the further consultation period (which expires 15<sup>th</sup> June 2016).

## **Amended recommendation**

**That subject to there being no new material planning considerations raised in representations by 15<sup>th</sup> June 2016 that have not been considered, power be delegated to the Development Control Manager to grant permission subject to the conditions in the report and the following amendments and additional conditions:**

### Environmental protection conditions

#### Amended Condition 13

The rating level of any noise generated by mechanical plant associated with the development shall not exceed 5db(A) below the existing background (LA90) level 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 amenities of the area in accordance with Policies FRP.9, FRP.10, FRP.11 and BE.21 of the 2002 City of Gloucester Second Deposit Local Plan, Policy SD15 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version 2014 and Paragraphs 17, 109, 120 and 123 of the NPPF.

Delete Condition 14

## Highways conditions:

### Condition 20

No works shall commence on site (other than those required by this condition or remediation) on the development hereby permitted until the first 20m of the proposed access road, including the junction with the existing public road and associated visibility splays, has been completed to at least binder course level.

### Reason

To reduce potential highway impact by ensuring that safe and suitable access can be provided for all users in accordance with Section 4 of the NPPF and Policies INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014. This is required pre-commencement to ensure that safe and suitable access.

### Condition 21

No building on the development hereby permitted shall be occupied until the access road(s) (including surface water drainage/disposal, vehicular turning head(s), street lighting, and footways where proposed) providing access from the nearest public road to that building have been completed to at least binder course level in accordance with the submitted plans, and those access road(s), shall be maintained in that form until and unless adopted as highway maintainable at public expense.

### Reason

To create a safe and secure layout which minimises conflict between vehicles and cyclists or pedestrians in accordance with Section 4 of the NPPF and Policies INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

### Condition 22

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 and

Policies INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

#### Condition 23

The building(s) hereby permitted shall not be occupied until the vehicular parking and turning and loading/unloading facilities have been provided in accordance with the submitted plan drawing no.A103M, and those facilities shall be maintained available for those purposes thereafter.

#### Reason

To ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with the Section 4 of the NPPF and Policies INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

#### Condition 24

The development hereby permitted shall not be occupied until the cycle storage facilities have been made available for use in accordance with the submitted plan drawing no. A103M 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 NPPF and Policy INF1 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

#### Condition 25

The proposed pedestrian crossing and tactile dropped kerbs shall be constructed in full in accordance with the approved plans before any of the buildings hereby permitted are first occupied.

#### Reason

To ensure the development is designed to give priority to pedestrian and cycle movements and provide access to high quality public transport facilities in accordance with paragraph 35 of the NPPF and Policy INF1 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

#### Condition 26

The vehicular access hereby permitted shall not be brought into use until the existing roadside frontage boundaries have been set back to provide visibility splays extending from a point 2.4m back along the centre of the access measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 45m distant in both directions (the Y points). The area between those splays and the carriageway shall be reduced in level and thereafter maintained so as to provide clear visibility between 1.05m and 2.0m at the X point and between 0.26m and 2.0m at the Y point above the adjacent carriageway level.

#### Reason

To reduce potential highway impact by ensuring that adequate visibility is provided and maintained and to ensure that a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians is provided in accordance with Paragraph 32 of the NPPF and Policies INF1 and INF2 of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy Submission Version November 2014.

Informatives:

Note i

There is a public right of way running through the site, the applicant will be required to contact the PROW team to arrange for an official diversion, if the applicant cannot guarantee the safety of the path users during the construction phase then they must apply to the PROW on 08000-514514 or [gcchighway@amey.co.uk](mailto:gcchighway@amey.co.uk) department to arrange a temporary closure of the right of way for the duration of any works.

Note ii

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.

Note iii

You are advised to contact Amey Gloucestershire 08000 514 514 to discuss whether your development will require traffic management measures on the public highway.

#### **ITEM 7 - 16/00055/FUL – GLOUCESTER RETAIL PARK**

**Additional Representation** – An additional representation has been received objecting to the application on the basis that the proposal customer parking to the rear of the buildings would conflict with delivery vehicles. There would be insufficient manoeuvring space for delivery vehicles.

Car park presently locked at night. Proposal will remove security gates and result in anti-social behaviour.

Late night activity will impact residents as will delivery vehicles waiting in York Road.

#### **EXTRA ITEM - 15/01591/FUL – AREA 4B3 FRAMEWORK PLAN 4, FORMER RAF QUEDGELEY**

##### **Recommended conditions**

##### **Condition 1**

The development hereby permitted shall be carried out in accordance with the approved documents – (*drawing numbers to be inserted*)

##### **Reason**

Required to be imposed by 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 provision for temporary car parking, wheel cleaning facilities, surfacing materials and

drainage proposals shall accord with the details previously agreed under application reference 15/01352/CONDIT.

**Reason**

Required to be imposed by Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 3**

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 to Saturday 8.00 am – 7.30pm 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).

**Condition 4**

Within one month of the date of this permission, details of existing and proposed noise contours of the site shall be submitted to the Local Planning Authority together with details of proposed noise mitigation measures. The noise mitigation shall be carried out in accordance with the approved details and all measures in place, before any of the dwellings are occupied.

**Reason**

To ensure an appropriate level of amenity for future occupiers in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 5**

Notwithstanding the submitted details the marked visitor parking spaces outside plots 637,642 and 643 and opposite plots 639 to 642 inclusive as shown on drawing no. 4B3/102 Rev M shall not be provided.

**Reason**

To ensure safe and suitable access to these plots and a safe and secure layout is provided in accordance with paragraphs 32 and 35 of the NPPF and policy TR31 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 6**

The garages associated with plots 694, 695, 696, 697, 698, 682, 683, 684, 685, 729, 728, 727, 726, 725, 724, 723, 720, 719, 717, 716, 715 and 714 hereby permitted shall be maintained available for the parking of motor vehicles at all times and shall at no time be converted to habitable accommodation.

**Reason**

To ensure adequate off street parking arrangements remain available at all times and to prevent vehicles parking where it would increase the potential for conflict between traffic and cyclists and pedestrians in accordance with paragraph 35 of the NPPF and policy TR31 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 7**

Notwithstanding the submitted details the rumble strips shown outside plots 683 and 697 shall not be provided.

**Reason**

To ensure that a safe and secure layout is provided in accordance with paragraph 35 of the NPPF and policy TR31 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 8**

With one month of the date of the permission, a scheme detailing the landscaping proposals and boundary treatment shall be submitted to the local planning authority for approval. The approved 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 fail to grow 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 policy BE.12 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 9**

Notwithstanding the submitted plans, the detailed internal layout of plots 612, 641, 677 and 681 shall be submitted to the local planning authority for approval. The dwellings shall be constructed in accordance with the approved details.

**Reason**

To ensure that the layout provides an acceptable living environment for future occupants and adequately provides for people with disabilities in accordance with policy H18 of the Second Deposit City of Gloucester Local Plan (2002).

**Parking Schedule showing comparison between previously approved scheme and current proposals.**