

GLOUCESTER CITY COUNCIL

COMMITTEE : **PLANNING**

DATE : **5TH JULY 2016**

ADDRESS/LOCATION : **SMH FLEET SOLUTIONS, NAAS LANE.**

APPLICATION NO. & WARD : **16/00100/FUL
QUEDGELEY FIELDCOURT**

EXPIRY DATE : **5TH MAY 2016**

APPLICANT : **MR G SINCLAIR**

PROPOSAL : **PROPOSED NEW WORKSHOP BUILDING
AND NEW SURFACING FOR
PARKING/STORING OF MOTOR VEHICLES.**

REPORT BY : **CAROLINE TOWNLEY**

**NO. OF APPENDICES/
OBJECTIONS** : **1. SITE LOCATION PLAN**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site comprises two undeveloped fields located on the south side of Naas Lane separated by Naas Lane running north-south with a total site area of 3.57 hectares. The site is bounded to the north by Naas Lane with the railway line to the east. Both parts of the site are enclosed by hedgerows with a watercourse along the southern boundary. SMH Fleet Solutions existing site is located to the north of Naas Lane.
- 1.2 The application seeks planning permission to expand SMH Fleet Solutions existing business currently located on the northern side of Naas Lane with the erection of a 600 square metre building to accommodate vehicle inspection bays for the service and repair of vehicle sited towards the northern boundary of the larger field. The remainder of the site will be utilised for the storage of motor vehicles together with a staff car park on the western plot. It is stated that the increased capacity for parking vehicles on the application site will allow more space on the existing site for the loading and unloading of transporters, which it is acknowledged on occasion currently have to wait outside the gates. There is also a requirement for additional off road parking for staff to accommodate the numbers of people working at the site. It has been suggested that the increased capacity will eventually create the opportunity to employ approximately 40 additional people including more apprenticeships.

- 1.3 SMH Fleet Solutions Ltd are a vehicle management and logistics business specialising in fleet management services incorporating vehicle inspections, preparation, repair and refurbishment.
- 1.4 The existing site to the north is approximately 6.9 hectares in area and includes a 3500 square metres building comprising vehicle workshops and administrative offices. As a result of significant growth in 2014 and 2015 the site storage for vehicles is now at full capacity.
- 1.5 The growth of the company has been as a result of new contracts with major vehicle rental and leasing companies and it has been indicated that if it is not possible to expand the operation at the Quedgeley site the company will have to consider options at its alternative sites such as Bolton or Bedford.
- 1.6 The proposed workshop building is a steel framed structure clad with steel proof sheeting with roller shutter doors for vehicular access and door and window openings to the office and toilet areas.
- 1.7 It is proposed that the existing site would be stripped to a depth of 150mm and be prepared and covered with a permeable surface of rolled stone suitable for vehicle movements and parking/storage. It is also proposed to install a security fence to the boundary of the site and provide external security lighting.
- 1.8 The proposed operating hours at the site are to be the same as at the existing site with the site operating hours currently being 06.00 to 19.00 hours. Deliveries to and from the site occur between 07.00 and 20.00 hours.
- 1.9 Access to the proposed staff car parking areas to be located on the smaller western parcel of land will be by way of a simple priority junction directly from Naas Lane with the provision of pedestrian crossing facilities and footpath to the existing site. There will also be an emergency exit only from the eastern part of the site onto Naas Lane. Access to the larger parcel of land will be through the main access to the existing site via a new 6 metre crossing across the stretch of Naas Lane to the north between the existing and proposed development.
- 1.10 The plans also include an attenuation pond and drainage swales to the south of the site. The existing hedgerow boundaries and trees will be retained including the protected oak trees adjacent to the watercourse.
- 1.11 It is proposed to provide 2.7 metre high security fencing to the perimeter of the parking area set inside the existing hedgerow.

2.0 RELEVANT PLANNING HISTORY

- 2.1 **01/00676/OUT** - Employment Development falling under Use Class B1 (Business) B2 (General Industry) and B8 (Storage and Distribution) - Application for Outline Planning Permission. This application was withdrawn by the Applicant on 24th January 2002.

01/00677/OUT - Residential Development (Application for Outline Planning Permission). This application was withdrawn by the Applicant on 24th January 2002.

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 From the Second Stage Deposit Plan the following policy is the most relevant:
- Policy FRP.9 (Light Pollution)
 - Policy FRP.10 (Noise)
 - Policy BE.1 (Scale Massing and Height)
 - Policy BE.6 (Access for All)
 - Policy BE.7 (Architectural Design)
 - Policy BE.21 (Safeguarding of Amenity)
 - Policy TR.9 (Parking Standards)
 - Policy TR.12 (Cycle Standards)
 - Policy TR.31 (Road Safety)
 - Policy FRP.1a (Development and Flood Risk)
- 3.5 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils 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 NPPG and are a material consideration. The weight to be attached to them is limited; the Plan has not yet been the subject of independent scrutiny and does not have development plan status. The Examination in Public has been ongoing since May 2015. In addition to the Joint Core Strategy, the Council is preparing its local City Plan which is taking forward the policy framework contained within the City Council's Local Development Framework Documents which reached Preferred Options stage in 2006.

3.6 On adoption, the Joint Core Strategy, City Plan and any Neighbourhood Plans 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.

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

4.1 **Gloucestershire County Council (Highways)** – The application will not result in any detrimental highway impact and no highway objection is raised subject to the inclusion of conditions.

4.2 **Lead Local Flood Authority (LLFA)** – Previously objected to the application due to insufficient detail provided in the Flood Risk Assessment (FRA) and Drainage Strategy. Following further correspondence with the Applicant and the subsequent submission of the revised FRA / Drainage Strategy confirm that the revised proposal meets the requirements of a major application and the LLFA has no further objections to the application based upon the surface water management proposals for the site subject to conditions.

4.4 **Environment Agency** – The proposals are located in Flood Zone 1 and adjacent to an 'Ordinary Watercourse'. Consenting for these watercourses is carried out by the LLFA.

4.5 **Quedgeley Parish Council** –

- Concerns over traffic safety, the application does not provide safe and suitable access or egress onto Naas Lane. HGV's will be required to manoeuvre in a very constrained space, there is insufficient width for vehicles to pass and therefore this creates a potentially dangerous situation of large vehicles reversing onto Naas Lane. Visibility onto Naas Lane is restricted and this application will exacerbate this, jeopardising highway safety.
- Believe the number of vehicle movements to be inaccurate. This will be much higher than the figures stated.
- Drainage, existing properties in the area are known to flood therefore the current alleviation scheme is inadequate for the purpose and should be upgraded to cope with existing drainage issues. To allow this application will bring further flooding issues to the residents of the area.
- The noise, dust and pollution from such a facility will have an unacceptable impact on neighbouring properties.

- Support the comments of the Tree Officer.
- Consider a S106 contribution for parking restrictions in the area.

4.6 **City Archaeologist** – Archaeological investigations immediately to the south of this site have produced evidence for a Roman settlement perhaps 100m to the south. The investigation also identified late Iron Age and Roman rural settlement most recently at the Mayo's Land site to the west and on sites further north.

In view of the archaeological potential of the application site the City Archaeologist recommends that a programme of archaeological mitigation should be undertaken so as to record any archaeological remains and finds which may be adversely affected by the proposed development. A condition is recommended to facilitate this.

4.7 **Tree Officer** – The vast majority of trees and hedgerows on site are retained and can be protected by requiring a Tree Protection Plan secured by condition. Concern has been expressed about the proposed attenuation pond being sited too close to the protected trees on site. It is just outside the root protection areas of the trees but this is an arbitrary measurement and in the Tree Officer's opinion this will be a significant area for rooting activity, particularly given that immediately south of the trees is a stream and therefore the majority of rooting will be to the north of the trees (towards the attenuation pond).

4.8 **Environmental Health Officer** – No objections subject to the inclusion of conditions.

4.9 **Drainage Engineer** – No objection subject to conditions.

4.10 **Contaminated Land Advisors (WRS)** – The records indicate that the proposed site is located approximately 150 metres to the east of a former landfill site known as Naas Lane/Waterwells Farm Landfill Site and therefore migration of landfill gas onto the site is a possibility. WRS recommend that a risk assessment is undertaken to determine potential impacts of the landfill site on the development or that gas protection measures are incorporated into the design of the structure. It is recommended that a condition be attached to any planning permission.

5.0 **PUBLICITY AND REPRESENTATIONS**

5.1 The application has been publicised through the publication of a press notice and display of a site notice. In addition 12 properties have been notified of the application in writing. The neighbours were re-notified on receipt of amended plans.

5.2 Four letters of representation have been received to the application from the occupiers of two neighbouring properties. The main issues raised can be summarised as:

General

- The area was allocated for employment 22 years ago and to date Gloucester City Council have done nothing to protect the existing residential properties or owners from large scale industrial buildings all around us.
- The application should be refused.
- There are a number of irregularities with the initial application relating to the road names, waste, flood risk, information on the number of jobs created, trees and hedges, use of the land.

Highways

- Most Days we are met with queues of massive articulated lorries full of cars normally parked in front of the residents homes along Naas Lane waiting to get in with limited pavements from the sharp 90 degree bend which the lorries take up both lanes when coming around Naas Lane bend to SMH gateway, some of these lorries have overnighted along Stephenson's Drive and Waterwells Drive turning these roads into an overnight lorry park for which this area is not designated to do.
- Access to our residential property is opposite SMH gateway. Our access is on a shallow bend with zero visibility and extremely fast approaching cars and soon to be car transporters. Our access problems are further enhanced by the gateway wall in front of Hardwicke Engineering at Lynton Fields which totally blocks our view when driving in forward gear. If we have to reverse out of the single track we are nearly on the other side of the road before we can see in both directions. Hardwicke Engineering also has heavy industrial equipment and lorries loading and unloading blocking Naas Lane and our driveway. This is a residential access which is extremely dangerous for my children.
- When this application is passed our approach from the east or west will be of a commercial or industrial nature effectively cutting us off from any residential environment leaving us totally in the middle of an industrial park. This is the only access to Quedgeley / Hunts Grove / Waterwells Business Park for thousands of people compounding further our extremely dangerous access.
- We have been refused planning permission multiple times around the dangers of accessing Naas Lane from our track. Current proposal wants to intensify the traffic with car transporters.
- Have had an email regarding access along Naas Lane which indicates that any form of employment development particularly involving HGV lorries on the current road layout would not be acceptable.
- Objections have been received from an independent planning agent to an application at the objectors' property on the basis of highway safety.
- Believe the number of vehicle movements predicted is incorrect.

Drainage

- Understand there is a run-off water drain from SMH which comes under Lynton Fields and into the brook opposite my house at the end of

our track. There have been problems in the past with contamination and flooding.

- Lynton Fields house and Hardwicke Engineering factory have been flooding regularly of late from the excessive rain water; obviously the current rain water drain is not sufficient. Hope the IM Group do not have visions of re-routing this drain and connecting to this new proposed drainage system upstream from us which will then be running in front of our house causing additional problems.

Watercourse

- Brook in front of our house has not been cleared out for over 50 years. Concerned that any additional rainwater being directed into it from the site and potentially the existing sites drainage would have nowhere to go except in mine and my neighbour's property.
- Do not want the danger of dirty ponds, drainage swales and sleuth gate within 25 feet of our home.

Noise

- A 6am start and 8pm finish is not feasible in our residential area. The loading and unloading of these lorries beneath our bedroom windows will be unbearable, high revving car engines to get up the ramps and the banging and crashing coming down, reversing alarms in a semi-rural location. Assume as it has been changed from a B8 storage allocation to a B1 industrial allocation there is going to be substantial industrial noise from the workshop compressed air tools and generators. The horn fest we are regularly treated to will surely intensify and be even closer to us. No measures are being taken to protect our amenities again.

Premature change of use outside of strategic planning

- In view of the reservation of the site (Land East of Waterwells) including our homes in the employment allocation, the still unpublished local plan and the still unpublished JCS it is premature to re-allocate this land for B1 industrial use or any other use until these documents are made public.
- Appreciate that all the old employment sites within the city limits have been plundered for profitable residential, that leaves a very limited supply of employment sites to host a company like this; the truth is this is not the correct location for this business in its current form. The site will be carved up into three standalone sites because of the existing highways, foot paths and infrastructure. We have limited accessibility on a single track when accessing our residential homes on a stretch of very dangerous road with barely any pavements in parts and no pavements in others, multiple blind bends, no cycle paths, very limited width for big HGV lorries and no options other than forward for visiting lorries.
- Photographs have been submitted showing parking of lorries along Stephenson's Drive and Naas Lane. Concerned about the increased parking when the volume of traffic is tripled or quadrupled.

- Revised layout creates more problems due to the introduction of two more access points making it 5 in total onto a pedestrian footpath (Naas Lane crossing) when cars are racing from one side to another from 6am-8pm through the new proposed gateways. Question how this can be integrated safely with pedestrians using the footpath. When the Brookthorpe/Whaddon site gets passed in a few years Naas Lane crossing will become a major part of the infrastructure linking it to Waterwells for pedestrians and cyclists. There is also a possibility it will become a new access point onto Naas Lane in time.
- As we know from historical applications at Waterwells and surrounding areas planning “conditions” are only valid until the application is passed so the reference of the new gateway on Naas Lane only being of an emergency nature will be short lived.
- Upsetting when consultees have responded without reading my earlier comments.
- This is the wrong place for this type of development.

5.4 The full content of all correspondence on this application can be inspected at Herbert Warehouse, The Docks, Gloucester, or via the following link, prior to the Committee meeting:

<http://planningdocs.gloucester.gov.uk/default.aspx?custref=16/00100/FUL>

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.

Policy

6.2 The site is allocated for employment purposes in Second Deposit Gloucester City Local Plan (2002) under Policy E2 Employment Allocations. The site lies within the area ‘E2.5 Land East of Waterwells Business Park’ identified on Plan 7/c. Paragraph 7.19a states:

‘Land is also available on the eastern boundary of the business park. Although this is greenfield, we consider that its loss is justified to help meet the Structure Plan provision provided that it was used as an extension to the business park. The extension would adjoin the proposed passenger station, providing an opportunity for office workers to get to work by train. We consider that the site should be developed for B1 uses only, particularly as other land is allocated for B8 uses close to the proposed rail freight depot.’

6.3 The Interim Adoption Land East of Waterwells Business Park Planning Brief (September 2009) states that the rail freight proposal has been relinquished by the County Council. Paragraph 4.3 of the document states that it was considered at that point in time that it would be appropriate to resist

development other than for Class B1 use. Paragraph 4.12 took forward Policy SAD31 of the LDF Preferred Options Sites Allocations document (2006) in allocating the larger of the two parts of the pre-app site for a Showmen's Guild Site. Subsequent work undertaken with regard to the provision of a Showmen's Guild Site within the City demonstrated that this option is not financially viable.

- 6.4 Ward profiles were produced by the Planning Policy Team as an evidence base for the City Plan. The Planning Policy Team consider that any new employment development at the site would provide the opportunity to expand on the identified opportunity in the ward to deliver new employment opportunities at Waterwells Business Park.
- 6.5 The site was identified in the 2013 City Plan Sites consultation (May 2013) as part of a potential development site QF1 – with four employment led options for the wider area being provided in the consultation. Two of the options involved the ongoing allocation of the site for employment purposes and two of the options involved it being de-allocated.
- 6.6 Further work now needs to be undertaken to establish which sites should finally be allocated in the Draft City Plan; however this does not prejudice consideration of any application submitted to the City Council prior to adoption of the City Plan.
- 6.7 Each JCS authority undertook a Strategic Assessment of Land Availability (SALA) in 2013, (which was updated and re-published in 2015) these studies, undertaken in compliance with the NPPF and Draft Beta National Planning Practice Guidance (October 2013) superseded previous SHLAA and SELAA documents studies.
- 6.8 The 2015 SALA update found that the site was part of a larger area identified as (EA03) which was suitable for employment development, but not available in the short term. The panel recognized that this was the only remaining strategic release of green field land with employment potential in the City that was not yet subject to an outline permission.
- 6.9 The findings of the 2015 SALA update were used to inform the potential City Plan employment land capacity figure for the JCS. (Appendix 3 Exam 139 Nov 2015). <http://www.gct-jcs.org/Documents/Examination-Documents-Library-2/EXAM-139---JCS-Economic-Update-Paper.pdf>
- 6.10 The 2015 SALA was updated in early 2016 and the findings of the 2016 SALA were used to inform Exam 180 submitted to the JCS Inspector in February 2016.
- 6.11 The thrust of national policy and the emerging policies of the JCS and City Plan is that the site has, in principle, the potential to contribute to the City's employment need for the plan period 2011-2031 subject to any site specific constraints being adequately addressed as part of the planning application.

- 6.12 The Planning Policy Team has acknowledged that the Local Planning Authority needs to continue to identify sites for employment development, particularly to meet the City's need in the long term. The application site has been considered suitable for employment purposes by the 2016 SALA (Strategic Assessment of Land Availability) panel and contributes to the City's employment land supply as identified in Exam 180 submitted to the JCS Inspector in February 2016.
- 6.13 While the original planning brief for the site did not consider the site suitable for B8 purposes the situation around limiting the use of the site to B1 has subsequently changed.
- The proposal, to the north of the development brief area is related to an existing neighbouring business and land use;
 - The proposal relates to the expansion of an existing business in the City which will result in increased job numbers and training opportunities;
 - The rail freight proposal at Kingsway is no longer being pursued;
 - The site has been available for employment purposes since 2002 and has not been taken up.
- 6.14 On this basis the Planning Policy Officer has confirmed that there is no objection to the use of the site for Class B8 employment uses.

Siting and Design of the Building

- 6.15 The only building proposed is a workshop sited towards the northern boundary of the larger parcel of land. The building provides four working bays for the inspection and service/repair of vehicles, a store and office area. The building is single storey with a pitched roof and industrial in nature with four roller shutter doors in the front elevation. The proposed materials are indicated on the submitted drawing as being plastic coated steel sheeting.
- 6.16 The remainder of the land is proposed to be used for the parking and storage of vehicles pre inspection and prior to delivery. The smaller parcel of land to the west of Naas Lane is proposed for staff car parking to accommodate new and existing staff.
- 6.17 The site is currently enclosed by hedgerows screening the development from Naas Lane and the adjacent land. It is intended that these hedgerows will be generally retained and in this context the proposed building will not have an adverse impact on the visual amenity of the area. The design, siting and scale of the building are therefore considered to be acceptable.

Ecology and Trees

- 6.18 An Ecological Appraisal of the land has been undertaken. The ecological surveys, site appraisals and impact assessments undertaken found no conclusive evidence of any protected species on the site or surrounding area which would negatively be affected by the site development. The vegetation to be cleared has a low ecological significance in the local area. The report found that the hedgerows bounding the site are considered to be the most valuable

ecological feature. Protection of these and the trees on the site will maintain the ecological functionality of the site and promote species diversity.

- 6.19 There are two protected oak trees adjacent to the watercourse at the southern end of the site. A Tree Survey has been submitted in support of the application and the proposed attenuation pond has been amended to ensure that there is no adverse impact on the protected trees. The Tree Officer is satisfied that the vast majority of trees and hedgerows on the site will be retained and can be protected by way of condition.

Residential Amenity

- 6.20 The southern corner of the site is within approximately 10 metres of the closest boundary of the houses in Naas Lane, the closest property being no. 2 Brooklyn Villas.
- 6.21 SMH Fleet Solutions currently operate from a site to the north of the application site and the Environmental Protection Officer has confirmed that to date there have been no complaints regarding their operation. It is intended that use of the proposed site will operate in line with that on the existing site.
- 6.22 The proposal involves a 600 square metre workshop building and new surfacing to accommodate parking and storage of vehicles. The proposed workshop would be situated approximately 190 metres away from Brooklyn Villas. Given the distance and due to the fact that the workshop will be where vehicle inspection, preparation, repair, and refurbishment takes place, a condition has been recommended by the Environmental Protection Officer requiring noise insulation to be provided within the fabric of the building to reduce noise breakout. The site is split into two due to the existing road network and the piece of land closest to the residential properties will be used for staff car parking. The character of noise will be slow moving vehicles and low gear use with a likely two movements per day per vehicle. Deliveries are a feature of the business and in order to reduce the impact a condition has been recommended by the Environmental Protection Officer restricting times of when deliveries can be accepted at site and loaded/ unloaded. 7am is considered the start of daytime hours and so is deemed to be acceptable. Daytime hours are widely considered to finish at 11pm and the deliveries are restricted well before this.
- 6.23 The Environmental Health Officer is satisfied that subject to conditions the proposed uses will not result in any significance noise disturbance to the occupants of the surrounding houses

Parking and Highway Issues

- 6.24 The proposed development includes a 600 square metre building to accommodate vehicle inspection bays for the service and repair of vehicles and the wider use of the site for the storage of motor vehicles and staff parking. The submitted Transport Note estimates that the development will generate 19 movements in the AM peak (4 arrivals and 15 departures) and 12 movements (combination of inbound and outbound) in the PM peak. While the Highway Authority accepts that this will have an impact on the highway this

impact will not be significant or severe with 574 two-way peak AM and PM recorded movements on Naas Lane in the vicinity of the site. These increases are expected to result in an extra vehicle movement every 3 minutes in the AM peak and 5 minutes in the PM peak.

- 6.25 The existing main site access off Naas Lane to the north of the application sites is currently used by 97 staff vehicles associated with the existing use. It is proposed to relocate these vehicles to the proposed staff car parking area, thereby reducing the number of vehicles using the existing site access. The Highway Authority has recommended a condition to ensure that staff parking will be removed from the existing site and relocated to the proposed new staff car parking area.
- 6.26 The technical note submitted in support of the application illustrates suitable calculated visibility splays from and to the proposed staff parking and emergency site accesses on either side of Naas Lane can be achieved with the boundary hedges cut back together with a suitable 7.3 metre width access.
- 6.27 The proposed inspection, service, repair and storage site includes a 6 metre wide access across the stretch of Naas Lane to the gated pedestrian crossing over the railway line into the existing site to the north. This access provides 2.4m x 25m visibility splays north and south of Naas Lane with blister paving either side of the 6 metre crossing on Naas Lane allowing suitable visibility and warning between pedestrians or cyclists on Naas Lane and vehicles crossing from between the proposed and existing sites.
- 6.28 The issues and recommendations highlighted in the road safety audit have been accepted and addressed within the application and transport note plans and details or can be addressed at the detailed technical highway design stage.
- 6.29 The proposed site provides a parking area stated to provide 200 spaces including disabled parking and cycle parking which the Highway Authority is satisfied should suitably accommodate the additional and existing staff.
- 6.30 The larger parcel of land includes the inspection building together with storage space for vehicles, loading, unloading and turning space for transporters. It is suggested that providing the additional space for the loading and unloading of transporters, which on occasion currently have to wait outside the site gates before entering the site to load/unload. The Highway Authority has confirmed that it is not expected that the development will result in a significant additional impact on the highway in terms of on-street parking to warrant recommending the application be refused.
- 6.31 The amended site plan indicates the provision of a 2 metre wide footpath on the east side of Naas Lane with a pedestrian crossing facility between the proposed car park entrances to the existing main site entrance. The Highway Authority is satisfied that this can be accommodated without affecting the existing highway width and in accordance with the Road Safety Audit

recommendations providing a safe pedestrian connection linking to the existing footpath along Naas Lane to the north.

- 6.32 The Highway Authority is satisfied that the proposed development will not result in any detrimental highway impact and raise no objection subject to the inclusion of conditions.

Flood Risk and Drainage

- 6.33 A Flood Risk Assessment has been submitted in support of the application. The area is shown as being within Flood Zone 1 and the NPPF classifies the proposed use as being “Less Vulnerable”.
- 6.34 The proposed development would introduce impermeable areas within the site and a SuDS based water drainage strategy is proposed consisting of a combination of gravel trenches, swales and an attenuation pond that will restrict the surface water runoff rates to less than the green field equivalent (thereby providing betterment and several stages of water treatment). It is also proposed to make improvements to the existing watercourse to reinstate its capacity.
- 6.35 The submitted FRA concludes that the proposed development will not increase flood risk on or off the site.
- 6.36 The Lead Local Flood Authority and City Council’s Drainage Engineer have confirmed that following the receipt of the revised they have no objection to the application subject to conditions.

7.0 CONCLUSION

- 7.1 Overall and subject to conditions, the proposed use together with the design, scale and siting of the building is considered acceptable and it is not considered that the development would have any significant adverse impact on the occupiers of residential properties. The Lead Local Flood Authority and City Council’s Drainage Officer are satisfied that subject to conditions the proposed development will not increase flood risk. The existing protected trees and hedgerows will be retained. Amended plans have been submitted following discussions with the Highway Authority to ensure that the proposed development will not prejudice highway safety. The benefits of the development include bringing forward an identified employment site to accommodate the expansion of an existing business. The development is therefore considered to be in accordance with the principles outlined in the NPPF and relevant policies in the Second Deposit City of Gloucester Local Plan (2002).

8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER

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

Condition 1

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

Reason

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 development hereby permitted shall be carried out in accordance with the approved drawing nos. 3919B received by the Local Planning Authority on 2RD February 2016 and 3919bl rev 01 received on 28th June 2016 and any other conditions attached to this planning permission.

Reason

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

Condition 3

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;
- viii. routing of associated construction traffic.

Reason

To ensure that appropriate measures are in place prior to the commencement of development 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.

Condition 4

No development including demolition or site clearance shall be commenced on the site or machinery or material brought onto the site for the purpose of development until the approved protective fencing, in accordance with the Tree Retention and Tree Protection Method Statement contained within the Tree Survey Report Prepared by B J Unwin Forestry Consultant (dated 26th ,February 2016) received by the Local Planning Authority on 15th March 2016 has been installed to protect all the trees and hedgerows and this has been

inspected on site and approved in writing by the Local Planning Authority. Such fencing shall be maintained during the course of development,

Tree Protection Zone (TPZ) The area around trees and hedgerows enclosed on site by protective fencing shall be deemed the TPZ. Excavations of any kind, alterations in soil levels, storage of any materials, soil, equipment, fuel, machinery or plant, citing of site compounds, latrines, vehicle parking and delivery areas, fires and any other activities liable to be harmful to trees and hedgerows are prohibited within the TPZ, unless agreed in writing with the local planning authority. The TPZ shall be maintained during the course of development

Reason

To ensure adequate protection to existing trees which are to be retained, in the interests of the character and amenities of the area in accordance with policies B.10 and BE.4 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 5

No development approved by the permission shall be commenced until a detailed drainage strategy for the disposal of surface water has been submitted to and approved in writing by the Local Planning Authority. The Strategy should be supported by evidence of ground conditions and modelling of the scheme to demonstrate it is technically feasible and for the disposal of surface water in accordance with the principles of Sustainable Urban Drainage (SUDS). The Strategy shall be carried out in accordance with the approved details before the development is first brought into use and maintained thereafter for the duration of the development.

Reason

To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding 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). 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 6

No development shall take place until a maintenance plan for the 1500mm culvert under Naas Lane and for all proposed SUDs/attenuation features and associated pipework, in accordance with the SuDs manual (CIRIA, C753), has been submitted to and approved in writing by the Local Planning Authority. The approved SUDs maintenance plan shall be implemented in full in accordance with the agreed terms and conditions.

Reason

To ensure continued operation and maintenance of drainage features serving the site and avoid 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 7

No development or groundworks shall take place within the proposed development site until the applicant, or their agents or successors in title, has secured the implementation of a programme of historic environment work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The programme will provide for archaeological monitoring and recording (a 'watching brief') during ground works related to the development proposal, with the provision for appropriate archiving and public dissemination of the findings.

Reason

The proposed development site has potential to include significant elements of the historic environment. If present and revealed by development works, the Council requires that these elements will be recorded during development and their record made publicly available. This accords with policy BNE.9 of the Second Deposit City of Gloucester Local Plan (2002) and the Interim Adoption SPD of Gloucester City Council's 'Development Affecting Sites of Historic Environment (Archaeological) Interest' (2008).

Condition 8

Prior to the commencement of development of the approved workshop building details of the gas protection measures to be incorporated within the foundations of the proposed structure or the results of a risk assessment to establish whether the proposed development is likely to be affected by gas emission from the area of unknown filled ground shall be submitted to and approved in writing by the Local Planning Authority.

Where significant risks are identified or insufficient data hinders an appropriate risk assessment, a targeted site investigation proposal or proposed remedial measures must be provided to and approved in writing by the Local Planning Authority, prior to commencement of the development of the structure.

The approved scheme shall be implemented in full before the development is first brought into use and maintained thereafter for the duration of the development.

Reason

To ensure that the risks to buildings and their occupants from potential landfill gas are adequately addressed in accordance with Policy FRP.15 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 protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 10

Before the use commences, the proposed new workshop building shall be insulated in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be maintained for the duration of the development.

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

The development hereby permitted shall not be occupied until details of a lighting scheme to illuminate the external areas of the application site have been submitted to and approved in writing by the Local Planning Authority. The details shall include the lighting fixtures, their location on the site/on the buildings, and the extent of illumination. The scheme is also to include details on how the impact of how floodlights and external lighting will be minimised. The approved lighting scheme shall be implemented prior to the commencement of the use of the development and maintained for the duration of the use of the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of crime prevention and to protect the amenities of the occupiers of neighbouring properties in accordance with Policies BE.5 and BE.21 of the City of Gloucester Second Deposit Local Plan 2002.

Condition 12

Notwithstanding the submitted drawings, no 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 all boundary treatments to be erected on the site. The boundary treatment shall be completed in accordance with a timetable to be agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

It is important that these details are provided prior to the commencement of development to ensure that adequate the site boundary treatment does not have a detrimental impact on the existing trees and hedgerows to be retained on the site and in the interests of visual amenity in accordance with policies BE.4 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 13

The vehicular access to the proposed staff car parking shown on drawing 5533 001 C100 P4 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 proposed accesses measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 85m 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 the National Planning Policy Framework paragraph 35.

Condition 14

The vehicular accesses between the proposed inspection building site and the existing north and south Naas Lane on drawing 3919bl Rev 01 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 proposed accesses measured from the public road carriageway edge (the X point) to a point on the nearer carriageway edge of the public road 25m 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 the National Planning Policy Framework paragraph 35.

Condition 15

The vehicle crossing illustrated on drawing no. 3919bl Rev 01 between the existing and proposed sites either side of Naas Lane including blister paving shall be constructed in general in accordance with the approved drawing prior to being brought into use.

Reason

To reduce potential highway impact by ensuring that a suitable vehicle crossing is provided 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 National Planning Policy Framework paragraph 35.

Condition 16

The building and site uses hereby permitted shall not be occupied until space has been laid out in accordance with drawing no. 3919bl Rev 01 providing parking, and for all vehicles to be able to turn so as to enter and leave the site in forward gear, and such provisions shall be maintained thereafter.

Reason

To reduce potential highway impact by ensuring that a suitable vehicle crossing is provided 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 National Planning Policy Framework paragraph 35.

Condition 17

No works shall commence on site (other than those required by this condition) on the development hereby permitted until first 5m of the proposed accesses, including the junction with the existing public road have been completed to at least binder course level. No gates shall be positioned within 20m of the site access on the east side of Naas Lane and 5m of site access on the west side of Naas Lane.

Reason

The works are required prior to the commencement of works on the site to minimise hazards and inconvenience for users of the development by ensuring that there is a safe, suitable and secure means of access for all people that minimises the conflict between traffic and cyclists and pedestrians in accordance with the National Planning Policy Framework paragraph 35.

Condition 18

The permitted developments on site will not be brought into use until gates or similar lockable vehicle barrier over 5m from the carriageway edge of emergency site access shown on drawing 5533 001 C 100 P4 on the east side of Naas Lane are provided and kept locked at all times other than in an emergency.

Reason

To prevent access or egress by unsuitable large vehicles onto Naas Lane south of the existing site access which has not been demonstrated to be able cater for two-way large vehicle movements and result in potential conflicts between traffic and cyclists and pedestrians contrary with National Planning Policy Framework paragraph 35.

Condition 19

The use of the site shall not commence until a scheme has been submitted to and approved in writing for the provision of fire hydrants for the benefit of the commercial development in a location agreed with the Local Planning Authority. The building shall not be occupied until the hydrants have been

provided in accordance with the approved drawings and maintained for the duration of the development.

Reason

To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Condition 20

No development shall commence on site until details of the 2m pedestrian connection with crossings over Naas Lane from the proposed staff car park to the existing footway on Naas Lane have been submitted and approved by the Local Planning Authority and constructed in accordance with the approved details prior to occupation.

Reason

The works are required prior to the commencement of works on the site to ensure safe pedestrian access to the site and minimise conflicts between traffic, pedestrian and cyclists in accordance with the National Planning Policy Framework paragraph 35.

Condition 21

The building and site uses hereby permitted shall not be occupied until details of disabled and cycle parking facilities have been submitted to and approved by the Local Planning Authority, and be provided and maintained in accordance with the approved details.

Reason

To reduce potential highway impact by ensuring that vehicles do not have to reverse to or from the public highway 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 the National Planning Policy Framework paragraph 35.

Condition 22

The proposed building and site uses shall not be brought into use until all staff parking within the blue line and red lines of the existing and proposed sites illustrated on drawing 3919bl Rev 01 has been relocated to the proposed 'staff car parking area' illustrated, with no staff parking elsewhere on the site without further details being submitted and approved by the Local Planning Authority.

Reason

To reduce potential highway impact by ensuring that there is no overall increase in vehicle trips using the existing site access without suitable details being approved 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 National Planning Policy Framework paragraph 35 and 32.

Condition 23

Notwithstanding the approved drawings no works shall commence on the approved workshop building until details or samples of materials to be used externally on walls and roof have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason

To ensure a satisfactory appearance to the development hereby approved and in accordance with policies BE.7 and BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

Condition 24

The loading and unloading of service and delivery vehicles together with their arrival and departure from the site shall not take place outside the hours of 7.00 am to 8.00 pm.

Reason

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

Notes

1. Under the Land Drainage Act, consent may be needed to construct the outfall at existing watercourse. It is recommended that the outfall/headwall remains flush with the bank of watercourse and is angled 45° to the direction of flow so as not to impede flood flows or cause scour.
2. The developer will be expected to meet the full costs of supplying and installing the fire hydrants and associated infrastructure.
3. 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.

Statement of Positive and Proactive Engagement

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

Decision:

Notes:

Person to contact: Caroline Townley
(Tel: 396780.)

16/00100/FUL

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Planning Committee 02.08.2016

