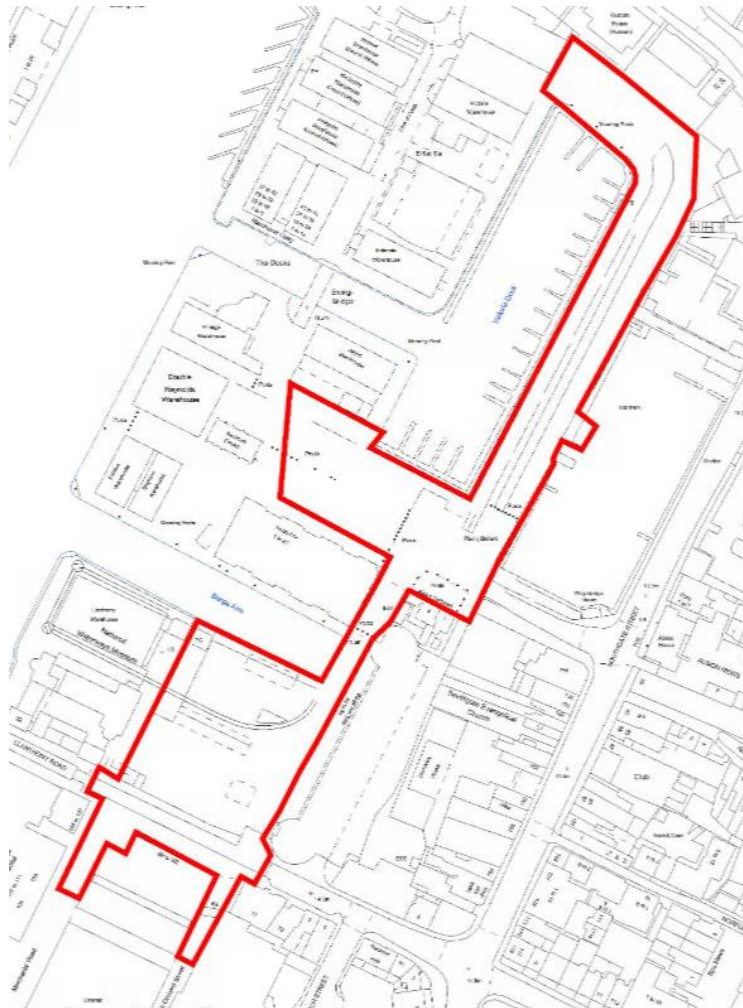


GLOUCESTER CITY COUNCIL - DEVELOPMENT CONTROL

Committee:	Planning
Date:	1 st October 2024
Address/Location:	The Docks and Gloucester Quays
Application No:	24/00508/FUL
Ward:	Westgate
Expiry Date:	12 th October 2024
Applicant:	Gloucester Quays LLP
Proposal:	Temporary use of land at Orchard Square, Llanthony Road, High Orchard Street, Merchants Road, Victoria Dock and Mariners Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2024/25 to 2028/29 from 28 October until 18 January annually.
Report by:	Adam Smith
Appendices:	Site location plan (below) Proposed plans (at end of report)

Site location plan:



- 1.1 The application site comprises a large part of the Docks, between the area north of Victoria Dock, extending south between the Dock and Southgate Moorings car park, including the open Mariners' Square between the Barge Arm and Albert Warehouse south of the Dock, and continuing south to include Orchard Square between the Waterways Museum and the Barge Arm flats, Llanthony Road and the northern parts of High Orchard Street and Merchants Road in Gloucester Quays. The site is within Conservation Areas and there are numerous listed buildings in the vicinity.
- 1.2 The proposal is for the temporary use of this land as a Christmas market and ice rink for the Christmas and New Year periods over 5 further years. Similar proposals have been ongoing in the Docks area for several years. The same proposal essentially was previously permitted for the last 5 years, with the general arrangement of uses also having been ongoing prior to that, since 2016 when the first permission was granted for an ice rink and market. Mariners Square and Victoria Dock have been used for an extended Christmas market since 2017. Planning permission was previously granted for these arrangements from 2016/17 to 18/19, and latterly from 2019/20 to 23/24.
- 1.3 The proposed use is for the Christmas and New Year periods 2024/25 to 2028/29 from 28 October until 18 January annually. This is the maximum extent of the use proposed, although the actual activities would vary within that timeframe and also vary marginally year to year. At maximum they would comprise of;
- Ice rink – commencement of construction from 28th October and removal by 18th January, with the ice rink operational approximately 14th November to 5th January.
- Market on Mariners Square and Victoria Dock – site set up 28th October earliest and dismantling completed by 13th December, with the market running at weekends only, from 14th November to 7th December at longest.
- 1.4 The application proposal reflects closely the layouts approved for historic applications over the last 5 years. The overall layout plan shows market areas along the east side of Victoria Dock, in Mariner's Square, and along High Orchard Street and Llanthony Road, with Orchard Square being used for the ice rink and food and beverage area. The more detailed Orchard Square layout plan sets out the ice rink with associated tent behind, entrance and exit ramps and services compounds (including under the existing canopy), and associated ticket office and retail areas.
- 1.5 The ice rink would comprise of a skating surface 30m by 15m which would be covered. Customers would have 1-hour sessions, with a maximum capacity of 150 people per session. The ice rink would be lit, with hours of lighting to be restricted to 0845 to 2030 hours with skating sessions concluding at 2000hrs. The market would comprise of up to 36 cabins, 25 marquees and a number of food and beverage pitches. No permanent structures or alterations are proposed as part of the application.
- 1.4 The application has been referred to the Planning Committee in accordance with the Scheme of Delegation because the site involves Council land and an objection has been received.

2.0 RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision	Decision Date
14/00415/FUL	Construction of new public square, associated	G3Y	09.04.2015

	engineering works and hard landscaping (includes removal of existing structures, walls and railings), and works to Llanthony Road.		
16/00829/FUL	Construction of new public square, associated engineering works and hard landscaping (including relocation of heritage features) (proposed as an interim scheme pending implementation of previously approved scheme of works ref. 14/00415/FUL).	G3Y	07.09.2016
16/01212/FUL	Temporary use of Orchard Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2016/17, 2017/18 and 2018/19 from 31 October until 15 January	G3Y	28.11.2016
17/01002/CONDIT	Discharge of Condition No. 3 (2017/18 site layout) on Planning Permission Ref: 16/01212/FUL - Option A	ALDIS	19.10.2017
17/01003/CONDIT	Discharge of Condition No. 3 (2017/18 site layout) on Planning Permission Ref: 16/01212/FUL - Option B	ALDIS	19.10.2017
17/01004/FUL	Variation of Condition 5 on Planning Permission Ref: 16/01212/FUL to allow the hours of ice rink lighting to be extended. Original development is - Temporary use of Orchard Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2016/17, 2017/18 and 2018/19 from 31 October until 15 January	G3Y	03.11.2017
17/01007/FUL	Temporary use of Mariners Square and Victoria Dock for Christmas Markets and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2017/18 & 2018/19 from 31 October to 15 January.	G3Y	08.11.2017
18/01068/CONDIT	Discharge of condition 3 of permission ref. 17/01007/FUL (site layout plan for 2018/19 period) Original planning permission is for - Temporary use of Mariners Square and Victoria Dock for Christmas Markets and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2017/18 & 2018/19 from 31 October to 15 January.	ALDIS	08.10.2018
18/01069/FUL	Variation of condition 1 of permission ref. 17/01004/FUL to elongate the period of use to 29 October 2018 until 18 January 2019. Original development is - Temporary use of Orchard Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2016/17, 2017/18 and 2018/19 from 31 October until 15 January	PER	02.11.2018

18/01070/CONDIT	Discharge of condition 3 of permission ref. 17/01004/FUL (site layout for 2018/19 period) (Original permission is for - Temporary use of Orchard Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2016/17, 2017/18 and 2018/19 from 31 October until 15 January)	ALDIS	08.10.2018
19/00755/FUL	Temporary use of land at Orchard Square Llanthony Road, High Orchard Street, Merchants Road, Victoria Dock and Mariners Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2019/2020 to 2023/24 from 28 October until 18 January.	G3Y	03.10.2019
19/01277/FUL	Change of use of land to create a flexible seating and event area to the front of the National Waterways Museum. Area to be enclosed by movable planters and connecting banner signs.	G3Y	21.02.2020
20/00823/FUL	Change of use of land for a temporary period to a mixed use of the land for outside seating and dining in conjunction with the use as an event space, and retention of marquee for temporary period	G3Y	27.10.2020
20/00831/CONDIT	Partial discharge of Condition 3 of permission ref. 19/00755/FUL. Submission for approval of the proposed layout for the Christmas Market for the 2020/21 period (contained fully within Orchard Square, including the ice rink, retention of the marquee currently on the site and a small number of event stalls and associated features)	PADIS	01.10.2020
20/00832/CONDIT	Partial discharge of Condition 3 of permission ref. 19/00755/FUL. Submission for approval of the proposed layout for the Christmas Market for the 2020/21 period (contained fully within Orchard Square, not including the ice rink, instead the marquee currently on the site is to be retained accompanied by a small number of event stalls and associated features)	PADIS	30.09.2020
21/01029/CONDIT	Partial discharge of Condition 3 of permission ref. 19/00755/FUL. Submission for approval of the proposed layout for the Christmas Market for the 2021/22 period	PADIS	27.09.2021
22/00919/CONDIT	Partial discharge of condition 3 (proposed layout for 2022/23 period) of permission ref. 19/00755/FUL13/7/22	ALDIS	21.10.2022
23/00733/CONDIT	Partial discharge of Condition 3 (proposed layout for the 2023-2024 period) of permission ref. 19/00755/FUL.	ALDIS	26.09.2023

3.0 RELEVANT PLANNING POLICY

3.1 The following planning guidance and policies are relevant to the consideration of this application:

3.2 **National guidance**

National Planning Policy Framework (NPPF) and Planning Practice Guidance

3.3 **Development Plan**

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (Adopted 11 December 2017)

Relevant policies from the JCS include:

SP1 – The need for new development
SP2 – Distribution of new development
SD2 – Retail and City/town centres
SD4 – Design requirements
SD8 – Historic Environment
SD14 – Health and environmental quality
INF1 – Transport network
INF2 – Flood risk management

3.4 **City of Gloucester Local Plan (Adopted 14 September 1983)**

The statutory Development Plan for Gloucester includes the partially saved 1983 City of Gloucester Local Plan. The NPPF states that ‘...*due weight should be given to (existing policies) according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).*’ The majority of the policies in the 1983 Local Plan are out-of-date and superseded by later planning policy including the NPPF and the Joint Core Strategy. Policy S.2b relates to major convenience shopping facilities outside the main shopping area.

3.5 **Gloucester City Plan**

The Gloucester City Plan (“City Plan”) was adopted January 2023 and provides policies addressing local issues and opportunities in the City. Relevant policies include:

A1 – Effective and efficient use of housing, land and buildings
B4 – Development within and adjacent to Gloucester Docks and Canal
B5 – Tourism and culture
C1 – Active design and accessibility
D1 – Historic environment
D2 – Non designated heritage assets
E4 – Flooding, sustainable drainage, and wastewater
F1 – Materials and finishes
F3 – Community safety
G1 – Sustainable transport and parking
G2 – Cycling
G3 - Walking

3.6 **Other Planning Policy Documents**

Gloucester Local Plan, Second Stage Deposit 2002

Regard is also had to the 2002 Revised Deposit Draft Local Plan. This has been subjected to two comprehensive periods of public and stakeholder consultation and adopted by the Council for development control purposes. No policies are relevant to this application.

3.7 **Supplementary Planning Guidance/Documents**

Docks Conservation Area Appraisal

The site is within the Gloucester Docks character area of the Conservation Area and is within the setting of several listed buildings.

All policies can be viewed at the relevant website address:- national policies:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Gloucester City policies:

<http://www.gloucester.gov.uk/resident/planning-and-building-control/planning-policy/Pages/current-planning-policy.aspx>

4.0 CONSULTATIONS

4.1 The **Conservation Officer** raises no objection.

4.2 The **Civic Trust** has not commented.

4.3 The **Canal and River Trust** raises no objection in principle, but notes that as in previous years the Trust requests;

- Retention of a suitable access route for delivery and emergency vehicles to reach all existing businesses and attractions in Orchard Square plus suitable signage;
- Suitable signage to indicate the Waterways Museum remains open;
- Public access is maintained to the pontoon on the Barge Arm but controlled by a moveable barrier to ensure Health and Safety is addressed;

The Trust also indicates a strong preference for construction to take place outside of Gloucestershire school holidays to avoid adversely impacting on other attractions and seeks a condition to this effect.

4.4 The **Environmental Health consultant** raises no objection.

4.5 The **Highway Authority** raises no objection subject to conditions to secure the temporary traffic management measures in the Transport Statement being implemented, and a joint road survey/inspection on the roads leading to this site being completed.

5.0 PUBLICITY AND REPRESENTATIONS

5.1 366 neighbouring properties were notified and press and site notices were published.

5.2 Representations have been received from the public. The issues raised may be summarised as follows:

One expression of support.

One objection; citing the period of time, considering 3 months in a year to be unreasonably long; inconvenience to access; additional noise, smell and disruption for residents; and a view that organisers must specify the desired time period more precisely if the duration is intentionally broad to allow shorter-duration markets.

5.3 The application can be viewed on: [24/00508/FUL | Temporary use of land at Orchard Square Llanthony Road, High Orchard Street, Merchants Road, Victoria Dock and Mariners Square for the siting of an Ice Rink, Christmas Market and associated development. Proposal includes the erection of temporary buildings and plant. Permission sought for the Christmas and New Year periods 2024/25 to 2028/29 from 28 October until 18 January annually. | Orchard Square The Docks Gloucester](#)

6.0 OFFICER OPINION

6.1 **Legislative background**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

6.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) states that in dealing with a planning application, the Local Planning Authority should have regard to the following:

- a) the provisions of the development plan, so far as material to the application;
- b) any local finance considerations, so far as material to the application; and
- c) any other material considerations.

6.3 The development plan consists of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS - 2017), The Gloucester City Plan (2023) and the partially saved 1983 City of Gloucester Local Plan.

6.4 It is considered that the main issues with regard to this application are;

- Principle
- Heritage/design
- Traffic and transport
- Residential amenity and noise
- Flood risk
- Economic considerations

6.5 **Principle**

The NPPF seeks to support economic growth, recognises town centres as the heart of communities and seeks to support their viability and vitality. It adopts a sequential test for main town centre uses focusing on town centres first (which for retail proposals is the primary shopping area), then edge of centre, then out of centre sites, and also an impact test for large proposals outside of town centres. Policy SD2 of the JCS also includes the sequential and impact tests. It also sets Gloucester City centre at the top of the hierarchy of centres within the JCS area, and sets out that initiatives which safeguard and enhance its role and function will be supported. Within the City centre boundary, proposals for leisure, entertainment and recreation, culture and tourism will be supported provided they would not have a significant adverse impact on the amenity of adjacent residents or businesses. Key principles for development in centres include that new retail, leisure, culture and tourism development that contribute to the vitality and viability of the centre will be promoted and supported, and that development in centres will be of a scale appropriate to its role and function and will not compromise the health of other centres or sustainable development principles. The 1983 Plan sets out that major convenience shopping facilities will not normally be permitted outside the main shopping area.

6.6 Many temporary uses are able to take place without planning permission. It is the duration of this event that means it needs permission whereas other events undertaken in the Docks, which are of shorter duration, do not. The principle of this Christmas market and ice rink use is well established. The period of 5 years that is again sought reflects a balance between the commercial investment by the applicant into the project, with the prospect for changes occurring in the site and surroundings over time.

- 6.7 The site is within the City centre area and is considered to be a sustainable location in principle with public transport options available in the locality. Events at the Docks continue to be well established with a number taking place through the year. While the site is outside the primary shopping area and therefore out of centre for the purposes of considering retail applications, the nature and temporary duration of the proposal is such that any 'harm' to the Primary Shopping Area (PSA) is likely to be minimal, notwithstanding the prospects of even being able to locate the proposed market and ice rink more centrally within the PSA, nor considering positive benefits that may accrue for the vitality and viability of the PSA through linked trips and the like, that might weigh in favour of the proposal, as opposed to being harmful.
- 6.8 City Plan Policy B4 is relates directly to development within and adjacent to the Docks and canal, but is specific to proposals that facilitate accessibility and recreational use of the Docks, waterspace and wider canal, whereas the current application is for temporary use. As a recreational use in part, there is no conflict with the policy. Policy B5 supports proposals for the improvement or extension of existing tourism, arts and cultural facilities, and so lends support to the proposals, albeit that they are not permanent proposals.
- 6.9 On this basis it is considered that the proposed limited-duration use would not conflict with the development plan and NPPF in terms of the principle, and insofar as contributing to the tourism and cultural offer of the City, is supported by Policy B5 of the City Plan and elements of Policy SD2 of the JCS. This is subject to assessment against other planning considerations set out in the remainder of this report.

6.10 **Heritage and design**

Heritage policy

The NPPF sets out the importance of protecting and enhancing the historic environment, and conserving heritage assets in a manner appropriate to their significance. It states that in determining planning applications, local authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Also the desirability of new development making a positive contribution to local character and distinctiveness. Furthermore that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Policy SD8 of the JCS similarly seeks to preserve and enhance heritage assets both designated and undesignated as appropriate to their significance. Policy D1 of the City Plan reflects the guidance in the NPPF and JCS in respect of conserving heritage assets, and that proposals should conserve features that contribute to the significance of a heritage asset; demonstrate that it conserves and enhances the character, appearance and architectural quality of the area and setting in siting, scale, form, proportion, design and materials; and retains important views into or out of the Conservation Area. Policy D2 deals with non designated heritage assets, setting out that development should protect and where appropriate enhance its significance, should be of high quality and designed sympathetically, respect the surrounding landscape and its setting, and seek to enhance the character of the non designated heritage asset.

- 6.11 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires, where considering development which affects a listed building or its setting, special regard to be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that where an area is designated as a conservation area '*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area*'.

6.12 *Design policy*

The NPPF sets out that good design is a key aspect of sustainable development, and criteria for decision making including ensuring that developments will function well and add to the overall quality of the area, are visually attractive, sympathetic to local character and history while not preventing or discouraging appropriate innovation or change, and establish/maintain a strong sense of place.

6.13 JCS Policy SD4 sets out requirements for high quality design, including responding positively to and respecting the character of the site and surroundings, establishing a strong sense of place, having appropriate regard to the historic environment, contributing to safe communities, ensuring high standards of inclusive design, integrating where appropriate with existing development, and prioritising movement by sustainable transport modes.

6.14 Policy A1 of the City Plan requires overall improvements to the built and natural environment, to be of a suitable scale for the site, preserve the character of the area and appearance of the streetscene, and be well designed to create and support healthy living conditions. Policy C1 requires development to meet the highest standards of accessible and inclusive design. Policy F1 requires high quality architectural detailing, external materials and finishes that are locally distinctive, and developments to make a positive contribution to the character and appearance of the locality. Innovative modern materials will be encouraged where they strongly compliment local distinctiveness. Policy F3 requires development to be designed to ensure that community safety is a fundamental principle.

6.15 The Docks Conservation Area is characterised by large warehouse brick buildings and modern infill buildings, interspersed with several open areas used as public spaces. The appearance of temporary structures associated with events is a common sight within this area. The open space outside the Waterways Museum is identified as a positive open space in the Conservation Area Appraisal. That document dates from before the public realm works in the Orchard Square area, back to when it was formerly a car park and this wider space is therefore not identified positively. Nevertheless it is considered that in its current condition it represents a positive open space within the Conservation Area. The appraisal records the buildings on the west side of the square as making a positive contribution to the Conservation Area. These include the Grade 2 listed Llanthony Warehouse facing onto Orchard Square, and the Grade 2 listed Bridge House and Sudbrooke House on Llanthony Road in the vicinity. There are also listed buildings around the Mariner's Square/Victoria Dock part of the site including the grade 2 listed Albert, Vinings, Double Reynolds, Biddle and Shipton warehouses, the grade 2 listed Mariners' Chapel, and the grade 2 listed Weighbridge House and Tall Ships public house (also recorded as a focal building) at the Docks entrance, which are in the adjacent Southgate Street Conservation Area bordering the site. The Appraisal also identified the existing view north along the frontage of the Barge Arm east towards the Cathedral as an important view. Mariners Square is recorded as a positive open space in the appraisal and the remaining land around Victoria Dock as a neutral open space. Again given the date of the assessment the area has since been improved and is considered a positive asset to the area. All of the surrounding buildings are either listed or recorded as positive buildings in the Conservation Area. The Southgate Street Conservation Area Appraisal records the Southgate Moorings car park as a neutral open space.

- 6.16 The area is therefore of high heritage value and potentially sensitive to change. The development would affect the character and appearance of the Docks and Southgate Street Conservation Areas and the setting of listed buildings through the activity and the appearance of the temporary structures. The nature of the use however is common to the area, and would be for short duration with no long-term or permanent significant impacts. It seems inevitable that with this type of use, employing removable structures that require assembly by components, their appearance would be fairly rudimentary and not to the design standard one would expect of a permanent building in this historic setting. The Conservation Officer raises no objection and overall the proposal would have short-term and reversible impacts and there would not therefore be lasting harm to the assets.
- 6.17 In terms of the Council's policies around accessibility, the applicant has asserted that the Market and ice rink are accessible for guests with mobility impairments. The applicant has also confirmed that the ice rink and market areas would be subject to regular litter/waste collections by the cleaning team, and that existing security patrols would be extended during the day to take in the ice rink and market, with additional security overnight and at weekends. There are considered to be no other significant design issues already covered.
- 6.18 The proposals would preserve the significance of the Conservation Areas and setting of listed buildings overall. As such the proposal would preserve the significance of heritage assets and comply with the above heritage policy context, and approval would satisfy s66 and s72(1) of the 1990 Listed Building and Conservation Area Act, and would comply with the above design policy context.
- 6.19 **Traffic and transport**
Par.115 of the NPPF provides that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts upon the road network would be severe. Policy INF1 of the JCS requires safe and accessible connections to the transport network, and sets out that permission will be granted only where the impact of development is not considered to be severe. Policy G1 of the City Plan sets out that in all development, on street space designed and allocated for pedestrians, cyclists, mobility users and deliveries, and bus stops and bus priority measures, will be prioritised over the parking of private vehicles. Also that development will provide car parking to a level and design appropriate for local context, taking into account certain criteria. Policy G2 seeks to protect cycle lanes and paths, and sets out that development must provide safe and secure access by cycle. Policy G3 supports development that protects and enhances convenient, safe and pleasant walking environments, with pedestrians at the top of the road user's hierarchy, and that proposals that disrupt walking desire lines reduce pedestrian legibility or connectivity will not generally be supported. Policy A1 requires development to provide adequate off-street parking, access and cycle storage.
- 6.20 The primary vehicle access to the Docks is off Southgate Street, and is a two-way route which also provides onward access to Orchard Square between the Barge Arm flat blocks. Vehicular access is also available between Orchard Square and Llanthony Road. There is a range of vehicular rights of access in existence for the commercial and residential uses in the Docks relating mainly to private parking, deliveries and refuse collection. National cycle route 41 passes through Docks from Llanthony Road to Commercial Road, and cycle parking is available within the Docks, Quays and City Centre. Bus stops are available on Southgate Street and St Ann Way and the train station is approximately 800m away.

6.21 *Access and servicing:*

The applicant reports that they have identified no practical issues with running the proposals to date, at previous Christmas Markets, and the same management measures would continue. As in previous years the ice rink construction would be the first element to be undertaken on the site and the last to be removed. During weekend operational periods the site operators would restrict vehicular access from Southgate Street to the Docks beyond the entrance to the Albion Cottages car park entrance. Through agreement with individuals and organisations some access would be restricted during the events with other emergency and essential user provision retained and a management strategy put in place. The applicant specifically notes that there is a likely requirement to retain vehicular access to the County Court and additional staff would be provided to escort these vehicles through during operational hours. Llanthony Road would also be closed on all event weekends during operational hours of the market to minimise vehicle/pedestrian conflict.

6.22 The submitted plans set out arrangements to still access Albert warehouse car park, the County Court (north east corner of Docks), and the Barge Arm south car park (and exit onto Llanthony Road). Furthermore in order to provide vehicular access to the properties on the west side of the square the Orchard Square the layout plan provides for a route to be retained centrally through the square between the ice rink and food tent. The applicant reports, anecdotally, that while they have historically shown a route here through the site, delivery vehicles to the public house tend to use Llanthony Road for servicing, presumably to avoid needing to traverse the public square.

6.23 Access by an articulated vehicle for the ice rink set up would be via Southgate Street, and undertaken at the start of the set up process. The application provides a tracking plan demonstrating how this manoeuvring can take place, turning at Orchard Square and leaving via Southgate Street. Through discussions, this appeared to be the main issue for the Highway Authority and with that manoeuvre demonstrated to be achievable, they have no in principle objection. The applicant also wishes to note that the articulated vehicle manoeuvring would occur well before the food and drink activities in Orchard Square are in operation, and that articulated deliveries to the square often occur to the public house, museum and other businesses in this area without problems. They also state that the ice rink and the market would be erected and dismantled on site in the same manner that has satisfactorily and safely occurred for in excess of 5 years. In relation to the suggested condition from the Highway Authority requiring a road survey before and after the activities, the request is understood but in light of the material considerations, the event having been ongoing in this general arrangement for several years, the lack of substantive evidence of damage being caused to the highway, and the limited movements that would occur specific to this temporary development, plus the existing movements by delivery vehicles to deliver to the existing businesses at the square and surroundings on an ongoing basis, this condition is not considered to meet the required tests in the NPPF, specifically, reasonable or necessary to make the development acceptable, and as such the condition is not proposed.

- 6.24 Turning to servicing for stall holders in Mariners Square, this would take place before the opening of the market. The application provides further tracking plans including showing that a van can access the Victoria Dock and Mariners Square area entering and exiting in forward gear. Servicing for the food and beverage offer in Orchard Square would take place before opening of the market. Again, tracking analysis demonstrates a van entering and leaving Orchard Square in forward gear. The applicant acknowledges that access to Wetherspoons and the Waterways Museum would need to be maintained for the duration of the market as set out above. They commit to discussing arrangements but consider the majority of access is likely to be needed outside market hours. Nevertheless the tracking shows a service vehicle and large refuse vehicle can arrive from Southgate street, turn in Orchard Square and reverse between the ice rink and food and beverage area, using a banksman. Servicing for stalls in Llanthony Road, High Orchard Street and Merchants Road can also service from the loading bay on Llanthony Road, plus are able to service adjacent to the stalls before opening of market.
- 6.25 In terms of traffic management the applicants have submitted a traffic management plan that updates the earlier version of the plan secured by condition in the previous permission, so as to be consistent with current proposals. During the market event the applicant notes that close contact with the Police will take place and that in previous years the Police have had at least two representatives close to the market site during operating hours to assist traffic management and envisage this would be the case going forward. While there would likely be some level of inconvenience to access the site and immediate surroundings as the objector raises, it is considered that the applicant has set out reasonable measures to limit the inconvenience, in a similar manner to what the Authority permitted before, and the effect would not amount to a significant impact to the highway meriting refusal of the application. The Highway Authority is content with the general arrangement and seeks to secure the operation of the temporary traffic management in the application; which as noted was a previous condition on the last permission and can be carried over to a new permission to suit.
- 6.26 In terms of the Canal and River Trust comments regarding access, the applicant has responded noting that the requests to maintain access for delivery and emergency vehicles and provide signage, provide signage to confirm the Waterways Museum remains open, and maintain public access to the pontoon on the Barge Arm, will all be addressed. The tracking provided confirms the delivery and emergency access to the museum and other Orchard Square businesses. Benches and planters on site here are moveable to enable clear passage for vehicles. They note that signage is always erected on the ice rink to confirm the location of the Museum. Access to the pontoon on the Barge Arm would be given on request with contact details provided on site. They note that there is limited space between the ice rink structures under the canopy and the Barge Arm and as such it would be unsafe to leave it open to general access in busy times, noting that the route is narrow and littered with obstacles including bollards, chains and other maritime paraphernalia but they confirm that no-one will be denied access to the pontoon. In this context there are not considered to be any significant planning issues in these respects.

6.27 *Trip generation*

The applicant accepts that the development would generate some additional traffic, but considers that this is unlikely to amount to a severe impact under the terms of the par.115 of the NPPF. Market stalls and cabins would operate on weekends only and so customer visits would not impact on weekday peak hours traffic flows. The ice rink and food and beverage area in Orchard Square would open daily, with a 10am start after the am peak hour and an evening close at 8pm so would likely dissipate evening peak hour impacts from customers, notwithstanding the prospect for some customers to visit on the basis of linked trips that would already be on the network. Proposed hours of operation for setup and dismantling, and for deliveries, would be restricted, but the volume of traffic is unlikely to significantly affect the highway and would be short term.

6.28 *Parking and customer access*

No parking available within the Docks would be directly affected by the market proposals, so there is no displacement. There are various public car parks in the locality including Southgate moorings, Gloucester Quays, North Warehouse, Castlemeads, Ladybellegate Street, potentially Longsmith Street, Eastgate Centre and Kings Walk all within reasonable walking distance. Some on street parking may also be available to visitors. The applicant therefore considers there is public parking provision is within acceptable walking distance of the market and there is no Highway Authority objection in this regard.

6.29 In terms of other transport modes, various options have been set out earlier in the report and the applicant proposes to liaise with the park and ride operator to consider potential increased services, and promote travel options through their marketing. Furthermore they propose that the City centre is within acceptable walking distance of the site and offers opportunities for sharing journeys to the City centre. Coach parking provision is also arranged by the applicant. Overall they consider the development to be accessible by non car borne means of travel, and this is concluded to be a reasonable position for this type of development.

6.30 Overall the proposed arrangements are similar to that previously approved by the Authority and there is no clear evidence to demonstrate a significant highway safety issue has or would arise to merit an alternative conclusion on highways matters. Subject to conditions, it is considered that the proposal would comply with the above policy context for highways matters.

6.31 **Residential amenity / environmental health**

The NPPF seeks to ensure that developments provide a high standard of amenity for existing and future users. The NPPF sets out that decisions should ensure development is appropriate for its location taking into account effects of pollution on health and living conditions. Policy SD14 of the JCS requires that new development must cause no harm to local amenity including the amenity of neighbouring occupants. Furthermore Policy A1 of the City Plan includes criteria on the living conditions of neighbours and future residents.

6.32 The area is mixed use in character although there are a large number of residential flats in the converted warehouses and new build blocks, of which several face directly onto the application site, as do the residential boats in Victoria Dock. In this central, mixed-use area it is to be expected that a degree of noise and disturbance would be experienced by residents from visitors, the boat industry, and other uses and events. There is however a need to preserve the amenities of residents from significant impacts.

- 6.33 The applicant has confirmed that they do not propose to operate the market in the week, with it operating weekends only from 14th November to 7th December at longest, trading between 1000 and 1800hrs Saturdays and 1000 – 1700hrs Sundays, with a maximum of 16 trading days each year. As previously, a condition is recommended to restrict the daily operating times.
- 6.34 The ice rink operational period would be approximately 14 November to 5 January. The ice rink and food and beverage area in Orchard Square would open daily, 1000-2000hrs Monday to Saturday and 1000 – 1800hrs Sundays. These are considered reasonable hours, for a limited period, that would not significantly harm the amenities of local residents, particularly in the context of the Docks being a mixed use area where leisure/recreational/tourism activities are to be expected. While there would likely be some additional noise, smell and disruption for residents as the objector raises, it is not considered that in the mixed use context of the Docks and for the limited period and limited hours, that this would result in significant harm to amenity. Conditions can secure this arrangement. This addresses part of the objector comments, and it is considered that the organisers have specified the time periods sufficiently to enable assessment.
- 6.35 *Power arrangements*
Earlier versions of the event used generators more extensively, but since the space was subject to improvements in 2019 to better facilitate holding events there are now more electrical connection options, notably ground based electrical power in Orchard Square. As such electricity is now therefore the primary power source to keep the ice rink frozen, minimising need for generators. However as in previous years, generators remain required as a back up to keep the rink frozen should the weather be too warm or wet. The applicant reports that the inclusion of a cover over the ice rink in recent years has significantly reduced the effects of adverse weather and meant generators have been rarely used.
- 6.36 Generators for the ice rink would again be placed in 2.4m acoustic screening, which was found to be acceptable previously. The applicant also asserts that the plant and generators have been chosen for acoustic qualities to minimise disruption. In addition there would be some ambient music to the ice rink, and some noise from users in general is inevitable. A times of use restriction by condition has been used to control this impact previously and is again considered a reasonable approach. Also, given the time of year, residents are less likely to have windows open. The applicant has confirmed that contact details for the ice rink manager and the Gloucester Quays management suite would be provided to residents so that they are able to respond quickly to any issues.
- 6.37 The applicant has confirmed that generators are no longer required in the Mariners' Square/Victoria Dock area and the applicant proposes that the previous condition regarding these is omitted from any new planning permission. While this is noted, it is recommended that a condition is used to prevent such generator use outside of the ice rink backup, as it would otherwise be without restriction.
- 6.38 The noise assessment for the proposal has been resubmitted to aid consideration of this potential impact, and this factored in temporary generators with one operating at any time, and chillers for ice rink; and 5 generators at Victoria basin. This report proposed that the generator and chiller units for the ice rink be located beneath the canopy and surrounded by an acoustic barrier, while no additional mitigation was considered to be required for generators in Victoria Basin. That arrangement was shown to meet relevant noise criteria and was not expected to have a significant adverse impact on health or quality of life. As noted earlier, the new arrangement, with fewer generators, would be less impactful than the modelled scenario that has already been accepted.

- 6.39 In terms of lighting, the applicant notes that the ice rink floodlights would be directed downwards and under cover, and would be switched off by 2030hours (lighting to be restricted to 0845 to 2030hours to reflect the skating sessions, which conclude at 2000hours, plus a period for safe closing-up). In this scenario it is not considered that they would cause unreasonable nuisance. A condition can secure this arrangement also, as previously.
- 6.40 There may be additional noise and disturbance effects arising from the associated activities to set up and take down the facilities. Construction of the ice rink would commence from 28th October and it would be removed by 18th January. Site set up of the market on Mariners Square and Victoria Dock would be from 28th October earliest with removal completed by 13th December.

Orchard Square, Llanthony Road, Merchants Road and High Orchard Street areas

The hours of operation for construction and dismantling on Orchard Square, Llanthony Road, Merchants Road and High Orchard Street would be restricted to:

0800 to 1800hours Monday to Fridays

0800 to 1300hours Saturdays and

No such works on Sundays or bank holidays Sundays on trading days.

These times would remain the same as previously approved.

Deliveries and collections on Orchard Square, Llanthony Road, Merchants Road and High Orchard Street would be restricted to:

0800hours to 1900hours Monday to Saturday, and

0800hours to 2000hours Sundays.

These periods are now requested to a greater extent (previously approved 0800 to 1800hours Monday to Friday, 0800 to 1300hours Saturday, and restricted on Sundays).

Mariners Square and Victoria Dock areas

On Mariners Square and around Victoria Dock, hours for construction and dismantling, and for deliveries and collections, would be restricted to:

0800hours to 1900hours Thursday, Friday and Saturdays, and

0800hours to 2000hours Sundays

The requested times for construction and dismantling of the structures are now proposed with an earlier cessation of activities (previously permitted to 2100hours Tuesday to Saturday). Furthermore, the 0700hours start previously permitted on first day of operation and Mondays is now omitted, with an 0800hours start at earliest. The period on Sundays is now requested to extend by 1 hour (previously 1900hours).

Again, in the context of the character of the Docks and the limited duration, these are considered reasonable hours to preserve neighbours' amenity from significant impacts.

- 6.41 In terms of the Canal and River Trust request for avoiding the school holidays for the construction of the ice rink, the applicant has responded and does not consider this is a necessary or reasonable condition. They also note that they would not be able to comply with it because in some years the set up would overlap with the October half term holiday. The restriction would delay the set-up of the ice rink by upwards of a week. Officers agree that this is not a reasonable or necessary condition. It has not previously been a condition on the earlier permission, there are considered not to be any relevant planning issues that have arisen that would mean it should now be necessary to mitigate the development in this way to avoid unacceptable impacts, nor any changes in context to otherwise justify it.
- 6.42 Furthermore in the context of amenity issues, the applicant notes that existing security patrols would be extended during daytime to take in the ice rink and market, plus additional security overnight and at weekends. Furthermore that the ice rink and market areas would be subject to regular litter/waste collections by the cleaning team.
- 6.43 The applicant proposes the omission of the condition on the previous permission which required compliance with the Operational Noise Management Plan for stall holders submitted in the last application. This plan was previously requested by the Environmental Health Officer mainly due to set-up activities commencing from 7am on some days. That early start was subject to discussions in the last application around preserving the amenities of residents and gave rise to the plan. Given that set-up activities would not now commence until 0800hrs, the applicant considers the management plan is unnecessary as a mitigation measure now. As a comparison, it is noted that this 0800hrs start aligns with the time of commencing work at a construction site in the Authority's standard condition. On this basis it appears a reasonable request, and this condition is not proposed.
- 6.44 *Impact of the structures*
The applicant has provided images of several structures and facilities and it is not considered that any would cause any significant impact to amenity of residents by their physical presence; such as overshadowing or privacy impacts.
- 6.45 In conclusion, the proposal would be likely to create some level of additional noise and disturbance in the locality, similar to several of the events that take place in the Docks without planning permission and the previous versions of this proposal, and this impact would be for a temporary period. Conditions can be used to mitigate the overall effect, and limit times of activities to those offered by the applicant. Overall, it is not considered that the proposals, subject to these controls, would cause a significant adverse impact on living conditions and the proposals are concluded to comply with the policy context.
- 6.46 **Economic considerations**
The proposal is likely to contribute modestly to employment opportunities, and is likely to be a visitor attraction for the City with the potential for linked trips to other businesses, and therefore the proposal would be likely to have some economic benefit. In the context of the NPPF advice that 'significant weight should be placed on the need to support economic growth through the planning system', this adds some weight to the case for granting permission. The applicant has commented specifically on the matter and considers the ice rink and market to be significant net contributors to the City centre commercially and recreationally, noting their view that they encourage visitors to increase dwell times in the centre and choose Gloucester as a seasonal shopping destination. In their view losing the ability to hold the event would be damaging to the local economy.

6.47 **Flood risk**

The NPPF requires that development is directed to the areas at lowest risk of flooding, that new development should take the opportunities to reduce the causes or impacts of flooding, should not increase flood risk elsewhere and take account of climate change. Policy INF2 of the JCS reflects the NPPF, applying a risk based sequential approach, requiring new development to contribute to a reduction in flood risk and requiring the use of sustainable drainage systems. Policy E4 of the City Plan sets out a similar approach to making development safe and avoiding an increase in flood risk, through sustainable drainage systems, and development layout and form.

6.48 A small part of the site in the vicinity of the ice rink is within Flood zone 2. In terms of the sequential test for flood risk, the proposal utilises a large open area in close proximity to the City centre that is well established as a location for events (most of which take place without needing planning permission) and provides an economic benefit to the locality. Given the nature of the proposal it is not considered that there are other reasonably available sites appropriate for the developed development in areas with a lower risk of flooding. The proposal is temporary and would not increase flood risk elsewhere, and would maintain the safety of users, with flood zone 1 immediately adjacent. This reflects the basis for approving the proposals previously. It is not considered that there is a conflict with the policy context for flood risk.

6.49 **Biodiversity Net Gain**

Biodiversity Net Gain (BNG) is a way of creating and improving biodiversity by requiring development to have a positive impact on it. Since early 2024 the statutory framework for BNG applies to most development types to make this a mandatory requirement (grants of planning permission are deemed to have been granted subject to the condition that the biodiversity gain objective is met). In terms of planning policy, the NPPF requires development to minimise impacts on and provide net gains for biodiversity, while the JCS and City Plan also include biodiversity-related policies at SD9 and E1 respectively. Certain types of development are however exempt from the legislative requirement for BNG, including 'de minimis' scenarios where the development does not impact an onsite priority habitat, and the development impacts less than 25 square metres of on-site habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat. The applicant has asserted that the development is subject to the de minimis exemption and this is agreed affecting less than the minimum threshold of habitat as defined above.

6.50 **Conditions**

The applicant proposes updated conditions based on those applied to the previous planning permission. These are essentially the same conditions applied by the Authority before however the following changes should be noted:

- The overall dates for the activities are updated.
- The applicant considers that the ice rink and market have reached optimum size and there are unlikely to be any significant variations year on year. The condition for annual updates of the layout to be submitted is therefore proposed to be adjusted to reflect this.
- Switching off the ice rink lighting; now brought forward to 2030hours from the previously allowed 2130hours.
- On Orchard Square, Llanthony Road, Merchants Road and High Orchard Street, times for construction and dismantling would remain the same as previously approved. Deliveries and collection of materials and goods in these areas are now requested to 0800 to 1900hours Monday to Saturday (previously approved 0800 to 1800hours Monday to Friday, 0800 to 1300hours Saturday), and 0800 to 2000hours Sundays (previously restricted on Sundays).
- On Mariners Square and around Victoria Dock, times for the cessation of construction and dismantling of the structures are now earlier; now 1900hours latest on Thursday, Friday, Saturday (previously to 2100hours Tuesday to Saturday). The 0700hours start previously provided for on first days and Mondays is now omitted, with an 0800hours start earliest. The request is however also to extend the period for these activities on Sundays by 1 hour to 2000hours at latest (previously 1900hours).
- Market stalls operational times to be reduced to weekends only and to an earlier finish time than the previous approval.
- The bandstand is no longer proposed so the allowances for amplified sound for this is now omitted.
- The former Condition 9 which required compliance with the Operational Noise Management Plan for stall holders submitted in the last application is omitted.
- The former Condition 14 is updated; to reference the location of their updated visitor journey strategy document within their transport statement.

6.51 **Conclusion**

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. The proposals have been assessed against development plan policies and guidance, and legislative requirements, within this report.

6.52 The principle of the use has already been established in this part of the City and is considered acceptable for a further 5-year period. The proposal would preserve heritage assets notably the Docks and Southgate Street Conservation Areas and the setting of listed buildings, and is considered acceptable in design and flood risk terms. The proposal would have some limited impacts on access arrangements to businesses and residences within the Docks, and the amenity of local residents but these are not considered to be significant and the applicant proposes a range of measures to limit these effects. Subject to the inclusion of certain conditions it is considered that the proposals would be acceptable in amenity and highways terms. The proposal is likely to have positive benefits for the economy and for tourism. Overall, it is considered that subject to conditions the proposals would comply with the development plan and other material considerations.

6.53 ***Human Rights Act***

In compiling the recommendation full consideration has been given to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any affected properties. In particular, regard has been had to Article 8 of the ECHR (Right to respect for private and family life, home and correspondence); Article 1 of the First Protocol (Right to the use and enjoyment of property) and the requirement to ensure that any interference with the right in this Article is both in accordance with the law and proportionate. A balance needs to be drawn between the right to develop land in accordance with planning permission and the rights under Article 8 and also Article 1 of the First Protocol of adjacent occupiers. On assessing the issues raised by the application no particular matters, warrant any different action to that recommended.

7.0 **RECOMMENDATION OF THE PLANNING DEVELOPMENT MANAGER**

7.1 That planning permission is **Granted** subject to the following conditions;

Condition 1

The development hereby permitted shall be begun before the expiration of five 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 use hereby permitted shall permanently cease and the land be restored to its former condition on or before 18th January 2029. Within that period the development shall only be undertaken during the periods;

28th October 2024 to 18th January 2025,
28th October 2025 to 18th January 2026,
28th October 2026 to 18th January 2027,
28th October 2027 to 18th January 2028 and
28th October 2028 to 18th January 2029.

Outside of these times associated structures and materials shall be removed from the site.

Reason

To clarify the terms on which the application is sought and to preserve the character and appearance of the Conservation Areas and setting of listed buildings, and to establish the basis of the planning assessment.

Condition 3

During the periods identified in Condition 2 the development shall be undertaken in accordance with the site wide layout plan (key titled "Proposed Market Setup and dated 2024) and the untitled Orchard Square layout plan both received by the Local Planning Authority on 12th July 2024 unless otherwise required by conditions of this permission or an alternative layout is approved in writing by the Local Planning Authority (in which case the alternative layout shall be submitted to the Local Planning Authority under this condition not less than 12 weeks in advance of the anticipated date of commencement of construction works on site.

Reason

To maintain servicing and operational arrangements within the locality and the amenities of the area.

Condition 4

Generators on Orchard Square shall only be operated within a compound that is fully enclosed by a 2.4 metre solid barrier with acoustic panels unless an alternative form of noise mitigation is agreed in advance and in writing by the Local Planning Authority in which case generators on Orchard Square shall only be operated in accordance with the approved alternative mitigation. No generators shall be operated elsewhere within the application site.

Reason

To preserve the amenities of the area.

Condition 5

Lighting to the ice rink shall only be switched on between 0845hours and 2030hours Mondays to Sundays.

Reason

To preserve the amenities of the area.

Condition 6

Notwithstanding that set out in application documents, on Orchard Square, Llanthony Road, Merchants Road and High Orchard Street, construction and dismantling of the structures associated with the development shall be limited to the times of
0800hours to 1800hours Monday to Friday,
0800hours to 1300hours Saturdays
and no construction/dismantling works or delivery/collection of materials shall take place on Sundays or bank holidays.

Delivery and collection of materials and goods associated with the development in this area shall be limited to the times of
0800hours to 1900hours Monday to Saturday, and
0800hours to 2000hours Sundays.

Reason

To preserve the amenities of the area.

Condition 7

Notwithstanding that set out in application documents, on Mariners Square and around Victoria Dock, construction and dismantling of the structures associated with the development and the delivery and collection of materials and goods shall be limited to the times of
0800hours to 1900hours Thursday, Friday and Saturdays, and
0800hours to 2000hours Sundays.

Reason

To preserve the amenities of the area.

Condition 8

Notwithstanding that set out in application documents, the market stalls shall only be open to trade to customers between
1000hours and 1800hours on Saturday, and
1000hours and 1700hours Sundays.

Reason

To preserve the amenities of the area.

Condition 9

The food and beverage facilities at Orchard Square shall only be open to trade to customers between
1000hours and 2000hours Monday to Saturday; and

1000hours and 1800hours Sundays.

Reason

To preserve the amenities of the area.

Condition 10

No amplified sound system shall be used anywhere on the site except to provide background seasonal music. The amplified sound system for the background seasonal music shall not be used outside the lighting hours of the ice rink set out in Condition 5.

Reason

To preserve the amenities of the area.

Condition 11

The operation of the market shall be undertaken in accord with the submitted traffic management plan (Appendix 5 to the PEP Transport Statement June 2024 received by the Local Planning Authority on 12th July 2024), received by the Local Planning Authority on 12th July 2024, subject to according with the restricted times of activities set out in conditions of this permission. The uses hereby approved shall be operated at all times in accordance with the approved traffic management plan.

Reason

To preserve the amenities of the area.

Condition 12

The measures outlined in section 3.6 of the PEP Transport Statement June 2024 received by the Local Planning Authority on 12th July 2024 shall be adhered to at all times that the use is in operation.

Reason

In the interests of promoting sustainable transport modes in accordance with the NPPF.

Note 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 Gloucestershire Building Control Partnership (our shared service between Gloucester City Council and Stroud District Council) on 01453 766321 option 4,2 or building.control@stroud.gov.uk and www.gbcpartners.co.uk for further information or advice on your project.

Note 2

Your attention is drawn to the Party Wall Act 1996. The Act will apply where work is to be carried out on the following:

- Work on an existing wall or structure shared with another property.
- Building a free standing wall or a wall of a building up to or astride the boundary with a neighbouring property.
- Excavating near a neighbouring building.

The legal requirements of this Act lies with the building/ site owner, they must find out whether the works subject of this planning permission falls within the terms of the Party Wall Act. There are no requirements or duty on the part of the local authority in such matters. Further information can be obtained from the DETR publication The Party Wall Act 1996 – explanatory booklet.

Note 3

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.

Note 4 – Canal and River Trust consents

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (David.Wilson@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant.

Note 5 - The Trust as an affected landowner

The application site was previously owned by the Canal & River Trust and may be the subject of restrictive covenants.

Person to Contact: Adam Smith (396702)

