

PLANNING AND LICENSING COMMITTEE

9th March 2016

ADDITIONAL PAGES

ADDITIONAL PAGES - CIRCULATED TO MEMBERS BY POST

**AVAILABLE FOR PUBLIC INSPECTION UNDER THE PROVISIONS OF THE
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Additional Representations on Schedule Items

Pages 1 - 17

PLANNING AND LICENSING COMMITTEE

9th March 2016

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
01	15/00786/FUL CT.6491/M	<p>1 Additional Comment - (Further to comments already made) has been submitted as a result of the re-advertisement of the application. A full copy is attached to these additional pages.</p> <p>Highways Authority - Final comments and conditions are awaited from the Highways Authority. Due to prior work commitments final comments will not be available prior to Planning Committee. Correspondence has however, been exchanged with the Highways Officer who has indicated that he has no substantive objections to the proposals in respect of highway safety and/or accessibility subject to minor amendments. Discussions relating to 'need' are on-going but it is understood that the Highways Authority, in transport planning terms, would not be concerned by an over-supply of car parking as the car park itself is unlikely to generate additional car trips and the risk of any associated impacts low. Anything which encourages longer distance trips to be undertaken by rail rather than car is welcomed.</p> <p>Impact on the Kemble Railway Cuttings Site of Special Scientific Interest (SSSI): The application site is located adjacent a Site of Special Scientific Interest referred to as 'Kemble Railway Cuttings'. The qualifying feature of this SSSI is its geology, with the cuttings described as being 'of great regional importance in studies of the stratigraphy of Middle Jurassic (Bathonian) rocks.....The site is of national importance for the information it yields on mid-Jurassic stratigraphy, palaeontology, and sedimentary environments'.</p> <p>Officers do not consider that the proposals are likely to have any impact on the designated Kemble Railway Cuttings. Final comments from Natural England are however awaited.</p>

		<p>The Officers Recommendation is therefore updated as follows:</p> <p>DELEGATED AUTHORITY TO PERMIT, SUBJECT TO OFFICER SATISFACTION AND:</p> <ul style="list-style-type: none"> i) EXPIRY OF CONSULTATION PERIOD ii) GCC HIGHWAY AUTHORITY'S FINAL COMMENTS iii) NATURAL ENGLAND'S FINAL COMMENTS iv) MINOR AMENDMENTS AS NECESSARY IN RESPONSE TO HIGHWAY AUTHORITY'S COMMENTS v) CONDITIONS (TO BE CONFIRMED)
03	15/04432/FUL CT.7047/Q	<p>One additional representation objecting to the development has been received - The main points raised are: -</p> <ul style="list-style-type: none"> - No strategic need to increase or enlarge the temporary facilities currently occupied - Clearly an intention to increase the number, size and type of mobile or static homes on this land - Statutory requirement under Section 85 of the Countryside & Rights of Way Act 2000 to support and protect sites registered as being within AONB and obligation to contain and prevent negative intrusion and impact - Recent Government policy has further provided for protection against loss or degradation of these sites on basis of insufficient provision of Traveller sites - Proposed landscaping is a 'smoke screen' that can easily be removed - Such sites have become a significant local 'black spot'.
05	15/03099/FUL CD.9510	<p>A further letter of support has been received, bringing the total number of representations in support to 5 - A full copy of this latest response is attached.</p>

06	15/02895/FUL CT.1321/K	<p>Case Officer Update: To assist Members an annotated plan is attached to these additional pages to illustrate the daylight analysis carried out by the Case Officer (as already explained in the Schedule Item). This information supplements the submitted shading plans.</p> <p>Colour copies of the photographs appended to the Schedule at pages 216-217 and 223-226 are also attached to these additional pages.</p>
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15/00786 / FUL

Subject: FW: Land Parcel Adjacent To The Tavern Public House, Kemble - 15/00786/FUL

From: Martin Kingston
Sent: 29 February 2016 07:39
To: Katherine Brommage
Cc: Tony Berry External
Subject: RE: Planning Application Number 15/00786/FUL: for the attention of Katherine Brommage

Dear Ms Brommage,

Thank you once again for a helpful response.

I must say that I am surprised given that the applicants have less than a week ago lodged a series of documents which are central to the acceptability of the application, such as revised TA. They have done so in a way that makes it impossible to check changes other than by a close and difficult comparison. This looks like a "Berkeley" paper chase. Some of the changes look to be in relation to matters of fundamental importance from my point of view such as the estimation of demand and therefore the reasonableness of the scale of the proposal.

In the circumstances I want to make clear that I reserve my position as the lawfulness of what the council proposes. It appears to be a tick box consultation and an inappropriate use of the power of delegation not because the power is not wide but because of the circumstances of the particular case.

Kind regards.

Martin Kingston
Kemble House,
Kemble.
GL7 6AD

From: Katherine Brommage
Sent: 26 February 2016 17:37
To: Martin Kingston
Cc: Tony Berry External
Subject: RE: Planning Application Number 15/00786/FUL: for the attention of Katherine Brommage

Dear Mr Kingston,

The application is on the agenda and I am seeking delegated authority to permit the application subject to officer satisfaction, the end of the consultation period and receipt of the Highway Officer's final comments, in consultation with the Ward Member. Should it transpire as a result of the further public consultation and/or the Highway Officer's comments that a change to the recommendation should be made to one for refusal then the item will revert back to Planning Committee. This is entirely within the Council's adopted scheme of delegation. I shall however, add your below email to the late pages as an interim response from yourself so that Members are aware.

I hope this is sufficient response to your email for now.

Kind Regards,

Katherine.

**Katherine Brommage MPlan, MRTPI
Senior Case Officer (Development Management)**

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Item 01
15/00786/FUL
CT.649/1m

Planning Service Customer Feedback Questionnaire - Have we responded to your enquiry or determined your application? - Please take a few minutes to complete our short tick-box questionnaire at the link below to assist us in our continuous programme to improve standards of service to our customers and service users. Thank you.

<http://www.cotswold.gov.uk/residents/planning-building/planning/customer-feedback/>

From: Martin Kingston
Sent: 26 February 2016 17:11
To: Katherine Brommage
Cc: Tony Berry External
Subject: Re: Planning Application Number 15/00786/FUL: for the attention of Katherine Brommage

Dear Ms Brommage,

Thank you very much for your prompt reply to my email. I am grateful for the additional information. May I start by saying once again that I do not oppose the extension of the parking area for the station, it is needed, the question is how much is needed and the location and quality of the provision. You have indicated that you propose to take the matter to committee in early March and have kindly set out the last dates for the receipt of information. However I note that the council has received a substantial number of additional documents on the 22nd and 24th February and has now published a statutory notice notifying people of the receipt of the information and giving until the 17th March for comments. It would plainly be wrong to take any decision on the application before the 17th March and before the council had considered any comments made unless the consultation is being regarded as a "tick box" exercise which I am sure it is not.

On the substance of the new material changes have made to the TA but I note that the single survey of car park usage on the 13th July is now effectively regarded as not accurate and instead and somewhat bizarrely the applicants want to rely on GW's RUS in order to support the car park usage and the claimed need for 333 additional spaces: see section 2.4 of the TA. The calculation of the car park requirement at page 13 builds a case on a series of assumptions and then tries to use the RUS in support. I must say that I have never seen a RUS used for these purposes in relation to car park demand.

The real problem is that the base case of current utilisation is not supported by a proper survey and with clear evidence of station users parking in the village to avoid charges there is no basis for the size of new car park proposed. This matters because what is proposed is outside the village limits, on a green field site and in area protected by both local and national policies in relation to the countryside. If the council proposes to accept the evidence of demand I hope someone will fully explain the justification because it is not in the application documents and there is nothing available for anyone to comment on.

I note that the DAS has been revised but it still fails to deal with the relevant heritage issues. The council is clearly aware of the issue because the most recent notice refers specifically to the LB's and CA legislation. Once again however there is no assessment available dealing with the issue which in the light of the relevant case law cannot simply be ignored or brushed aside. It is in relation to the DAS and the heritage issues that the scale and quality of the scheme comes in to play. The landscaping is basic and rudimentary. Again somewhat bizarrely the applicant descends to the submission of details of tree pits but fails completely to consider the overall quality of the scheme and its relationship to the CA, the village or the wider countryside in terms of the impacts of so large an area of car parking.

I do want to emphasise that I would very much like to take a positive approach to the provision of additional car parking but the danger of an oversized car park in environmental terms is clear and in transport terms is simply unsustainable, it creates the risk of induced demand with people travelling in increasing numbers from places like Cheltenham because they know there is lots of car parking available at Kemble. A more sustainable approach would be to look at opportunities for sustainable access to other stations such as Cheltenham and increasing parking there rather than inducing people to drive long distances by building such a large car park on what is in relative terms a cheap rural green field site. In my view GW should be taxed with what action they propose to take at stations like Cheltenham where multi storey parking would not be out of character and would avoid people making the journey by car to Kemble.

Please can you clarify the position with regard to the committee date, I have for the moment put on hold the car park utilisation survey since there is no point in doing it if it cannot or will not be taken into account.
Kind regards.

Martin Kingston.
Kemble House,
Kemble,
Cirencester.
GL7 6 AD

On 25 Feb 2016, at 22:23, Katherine Brommage

wrote:

Dear Mr Kingston,

I can confirm that I am intending to take the item to the March Planning Committee but I am seeking delegated authority to permit subject to a few provisos, including receipt of the Highway Authority's final comments. There are two deadlines for late pages. The first is midday next Friday (4th) and the other the day before Planning Committee (8th). Clearly it would be better for any further comments to be submitted as soon as possible i.e. by Thursday 3rd March 2016.

As mentioned, I have not yet received the Highway Authority's final comments but understood (on the basis of earlier comments made) that if a recommendation is made for approval then the parking scheme will be conditioned, with occupation of the car park prevented until the scheme is implemented. The parking scheme will however, need to pass through a public consultation process as part of a Traffic Regulation Order (TRO) before it can be implemented.

I hope that the above is clear but if you have any further queries then please do not hesitate to contact me.

Kind Regards,

Katherine.

Katherine Brommage MPlan, MRTPI

Senior Case Officer (Development Management)

Planning Service Customer Feedback Questionnaire - Have we responded to your enquiry or determined your application? - Please take a few minutes to complete our short tick-box questionnaire at the link below to assist us in our continuous programme to improve standards of service to our customers and service users. Thank you.

<http://www.cotswold.gov.uk/residents/planning-building/planning/customer-feedback/>

From: Martin Kingston
Sent: 25 February 2016 16:52
To: Katherine Brommage
Cc: Tony Berry External
Subject: Re: Planning Application Number 15/00786/FUL: for the attention of Katherine Brommage

Dear Ms Brommage,

I understand this application is due to go to committee in March.

I am on the point of commissioning a car park accumulation survey to deal with the obvious gap in the evidence in support of the application despite the new details submitted. I will not want to go to the trouble and expense of such a survey if it could not be considered by the council pre-determination of the application.

In addition please can you let me know whether the applicants have yet provided details of worked up and funded parking control scheme to deal with what's obvious to any observer with the parking of cars in the

village even when the car park is not full. No amount of new parking will address that issue which is ongoing.

Kind regards.

Martin Kingston.

Kemble House,

Kemble.

GL7 6AD

15/03099/FUL

Katherine Brommage

Subject: FW: Comments for Planning Application 15/03099/FUL

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 9:52 AM on 04 Mar 2016 from Mrs Kay Manners.

Application Summary

Address: Land Adjacent To Fosseyway Garden Centre Stow Road
Moreton-In-Marsh Gloucestershire

Proposal: Erection of 64 bed care home (use class C2) together
with associated vehicular access, parking and
landscaping (revised scheme)

Case Officer: Katherine Brommage

[Click for further information](#)

Customer Details

Name: Mrs Kay Manners

Email:

Address: 35, University Farm Moreton in Marsh

Comments Details

Commenter Type: Comments of Support

Stance: Customer made comments in support of the Planning
Application

**Reasons for
comment:**

Comments: I manage a retirement development in Moreton in Marsh called University Farm. there are 40 properties all privately owned the owners have to be aged over 55 and fit and healthy. Most of the owners upon moving here do because of the convenience of the amenities, as they are within walking distance of everything they need in the town, also the convenience of the railway station. A number of them have moved back to the area from the outlying villages, but most of them move here because their families live close by. The average age of the owners is around 85 because the development is 25 years old and the owners purchased their properties back then. I have been managing here since 2010 and I have seen over the years the difficulty the owners and families are experiencing when the time comes to move into a care home. Usually they have no choice as demand is great and waiting lists are long. A few are suffering from the early stages of dementia and there are no care homes in Moreton to cater for their needs. The husbands or wives who are left behind have difficulty visiting their loved ones because of the lack of public transport to wherever they need to visit relying often on neighbours or family members to take them. We need

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15/03099/FUL
CD.9510.

another care home in Moreton that is close to the town but more importantly caters for people that are suffering with dementia. I understand that the proposed care home (Porthaven) caters for these needs. I have met with a representative of Porthaven and was told that if the planning application was successful this would create more employment opportunities for the local people here, be it, nurses, carers, gardeners, kitchen staff etc., etc., but not only that they are keen to use the services of the local tradespeople in town (plumbers, electricians, maintenance people etc., etc., also they would use the shops in town for their provisions for the kitchen and such like.

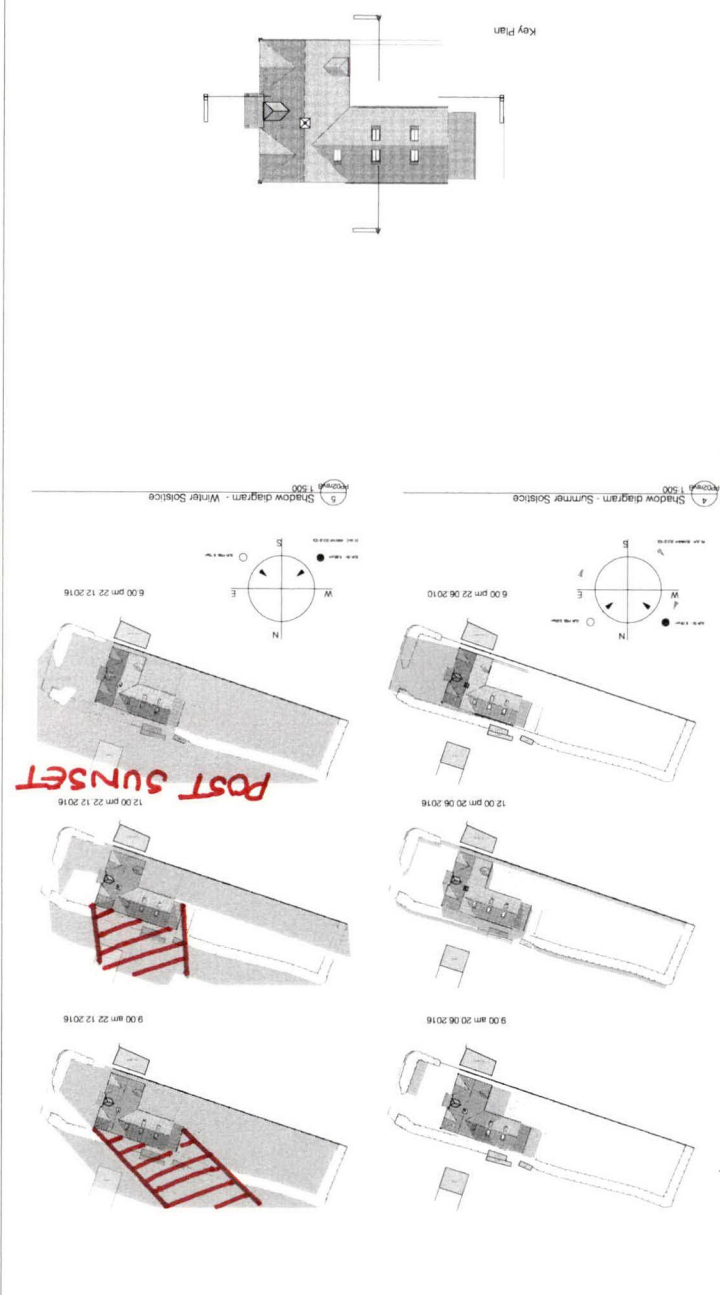
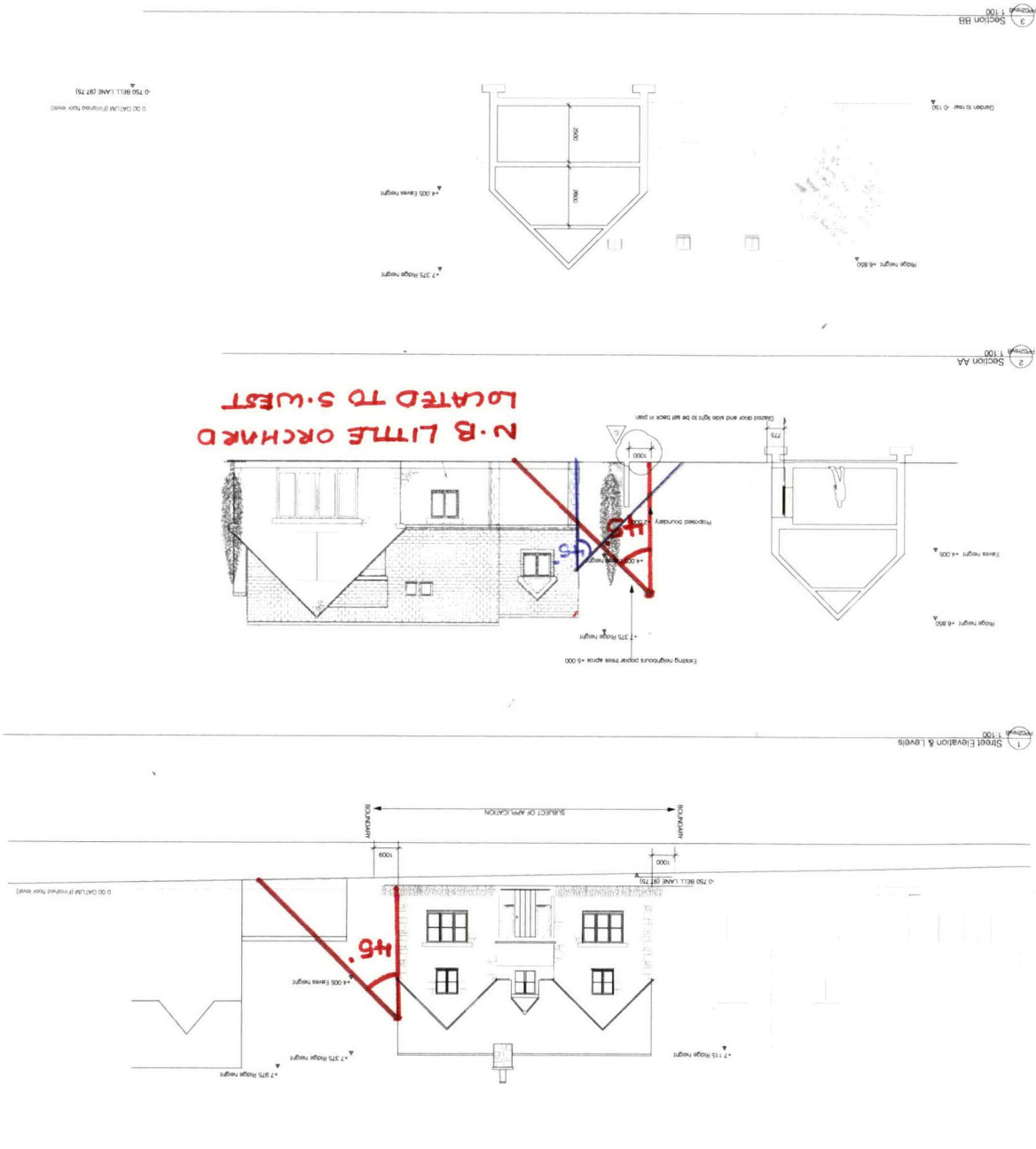
I see from the day to day involvement with the owners at University Farm, that they are anxious about their possible future if they cannot remain in their own homes, and although they would prefer to spend their last years, months or days in their own homes, they know realistically this will not happen. As the population increases and we all are living longer even up the age of 104 in the case of University Farm, I believe we are in desperate need of another care home in Moreton. So I support Porthaven and their proposal. I have seen the set up of a Porthaven Care Home in Cheltenham and I was very impressed with what they were offering. The cost of living in such a home is in line and beneath many of the care homes that are in the surrounding areas.

Hem 06
 15/02895/FUL
 CT-13211K
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REV.	DATE	DESCRIPTION
A	21.01.16	Proposed amended further to Conservation Officer comments and boundary lines agreed by local officer
B	04.02.16	Proposed amended further to Planning Officer comments and boundary lines agreed by local officer
C	15.02.16	Issue of the new drawing completed in Section AA

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JOB: New House, Foulton
 DRAWING STATUS: For Planning Permission
 DATE: 15.02.16
 DWG NO: 1503
 SCALE: 1:100
 SIZE: A1
 PP/02 HEV C



15/02895/FUL

15/02895/FUL



HEM 06.
15/02895/FUL
CT. 1321/K.

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Item 06.
15/02895/FU
CT.1321K.

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HEM 06 15/10/2009 15/FULL CT. 1321/K

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Hemlock 10/02/2005 | FU | CT. 13211K.



Hem 06 15/02/2005 FUL 16 CT. 13211K.

Hemoglobin 15/02/2015 FU CT.1321K.17

