

PLANNING AND LICENSING COMMITTEE

9th March 2016

ADDITIONAL PAGES UPDATE

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LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Additional Representations on Schedule Items

Pages 18 - 41

PLANNING AND LICENSING COMMITTEE

9th March 2016

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
01	15/00786/FUL CT.6491/M	<p>Kemble and Ewen Parish Council have submitted final comments as follows -</p> <p>'CDC will be aware from our previous comments that Kemble and Ewen had concerns regarding the proposed height of the lighting in the Car Park.</p> <p>Following discussion with our District Councillor we understand that to produce sufficient lighting in the car park, the number of lights would have to be substantially increased should the height of the columns be reduced. Having reviewed the matter, we wish to advise CDC that we are now satisfied with this aspect.</p> <p>Further comments have been submitted by Mr Kingston - A full copy is attached to this additional pages update.</p> <p>Case Officer Update - The applicant has provided a 'Car Park Growth Assessment for Kemble' (dated 07 March 2016). A full copy of this report is attached to this additional pages update along with a covering email summarising the findings of this assessment.</p>
03	15/04432/FUL CT.7047/Q	<p>One Additional Representation - This is a copy of a letter previously submitted and the comments made have already been incorporated into the report.</p> <p>Letter from Evans Jones on behalf of Leckhampton Raid – Please see attached dated 8th March 2016.</p> <p>Letter from Harrison Clark Rickerbys Solicitors to Evans Jones – Please see attached dated 4th March 2016.</p> <p>Amended Condition - The site shall comprise no more than 2 pitches and no more than 6 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended shall be stationed on the site at any time.</p> <p>Reason: To define the permission having regard to the impact upon landscape character in accordance with</p>

		Cotswold District Local Plan Policies 19 and 23, and Paragraph 115 of the NPPF.
05	15/03099/FUL CD.9510	3 Further Letters of Objection have been received - Raising issues already reported at pages 128 to 129 of the schedule..
08	15/05502/FUL CT.1247/R	Letter from Agent – Please find attached dated 7 th March 2016. Letter from Structural Engineer – Please see attached dated 26 th February 2016.
09	15/02361/FUL CD.1543/Y	Case Officer - The incorrect plan was appended to the agenda. That plan was superseded on the 27 th July by the attached. The attached plan forms the subject of this application and is what the report is based upon – Please see attached.
10 & 11	15/02167/LBC CD.2483/M & 15/02166/FUL CD.2483/L	Email from Agents Consultant - Please see attached dated 4 th March 2016.
12	16/00009/FUL CT.2609/Z	Case Officer - Revised plan with additional detail of the fire escape. Email from Agent – Please see attached dated 26 th February 2016. Third Party query over the wording used to describe the development on the application form - Is this a resubmission for the previously refused application?"

From: Martin Kingston
Sent: 08 March 2016 08:01
To: Val Brassington
Cc: Tony Berry External
Subject: Re: Station Road Kemble,

Dear Ms Brassington,

We are away at the moment and I have only just been able to see your report to committee. I hope yourself not mind if I say that your report does not deal with the fundamental issue in relation to the need for the car park.

I have repeatedly pointed out that no one disputes the need for some additional car parking. The issue is the SCALE of the need. There is simply no evidence to support the very large car park proposed. The only survey carried out on one day is now not relied on by the applicants, indeed they say in terms it is probably not representative. All the other evidence simply points to the existence of some need but NONE of it addresses the scale of the need. The applicants, despite my prompting, have not produced any further survey and an independent transport consultant has verified that the evidence is inadequate to support the scale of the proposal.

Whilst I am sure your members are assiduous readers it is not reasonable to expect them to plumb the depths of the TA.

Can you please ensure that the members are fully advised of the above issue and of the failure of the applicants to show the need for this scale of proposal on this greenfield countryside site which risks drawing traffic from other locations where GW should be providing additional car parking.

Kind regards.

Martin Kingston
No 5 Chambers
London Birmingham Bristol

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Item 01
15/007226/FUL CT.6491/m

Katherine Brommage

Subject: FW: Kemble TA
Attachments: Car Park Growth Assessment for Kemble.pdf

From: Richard Serle
Sent: 08 March 2016 10:18
To: Katherine Brommage
Cc: [REDACTED]

Subject: Kemble TA

Dear Katherine,

Further to our phone call today, please find attached our review paper regarding current parking capacity and historical patronage growth of Kemble station compared with surrounding stations (Stroud, Swindon & Chippneham). The paper considers the role of car parking in terms of growth in patronage and includes a number of growth scenarios including details of how these translate into car park occupancy i.e. based on low, medium & high growth projections.

In summary, the data indicates that growth at Kemble has been slow and that this is partly due to the lack of available parking as well as slow recovery from the disruption caused by the line re-doubling work carried out in 2012/13; although growth had been slow between 2011-2013. In December 2018 we anticipate that Super Express Trains will be deployed on the route as part of the Intercity Express Programme. In the draft timetable the services stopping at Kemble will increase from 36 to 39 on weekdays, with almost all of these extending to, or from London Paddington rather than the mix of Paddington and Swindon services currently offered.

Please can you include the above and attached with the later papers for consideration by the committee.

Kind Regards

Richard Serle | Project Manager | Great Western Railway
4th Floor | Milford House | 1 Milford Street | Swindon | SN1 1HL
E: [REDACTED]



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Henri
15/007906/FUL
CT.6491/m



Great Western Railway

Car Park Growth Assessment for Kemble

Title:

Car Park Growth Assessment for Kemble

Information:

Date:

07/03/20016

Location:

Eastbourne Terrace Paddington

1. Background

- 1.1** The following analysis looks at likely growth at Kemble station and how this relates to the proposed extension of the car-park, considering: -
- Underlying growth trends and demand drivers.
 - The potential impact on demand of the Intercity Express Programme and the improvements to train frequency and journey time.
 - The growth in occupancy of car-park spaces and the potential constraints on demand growth.

2. Analysis

2.1 Graph 1 shows journey growth between fiscal years 2007/08 – 2014/15 at Kemble and the surrounding stations of Swindon, Chippenham and Stroud. As can be seen Kemble has historically enjoyed strong growth of around 7% - 8% per annum, outperforming Swindon and Chippenham and slightly behind Stroud, which is on the same line.

2.2 From 2011/12 onwards Kemble growth has suffered a significant downturn, which in part will be due to the engineering blockades associated with the redoubling of the track, but it will be noted that this appears to have started slightly before the engineering work got underway in 2012/13 and is much more severe at Kemble than at Stroud, which was impacted by the same blockades.

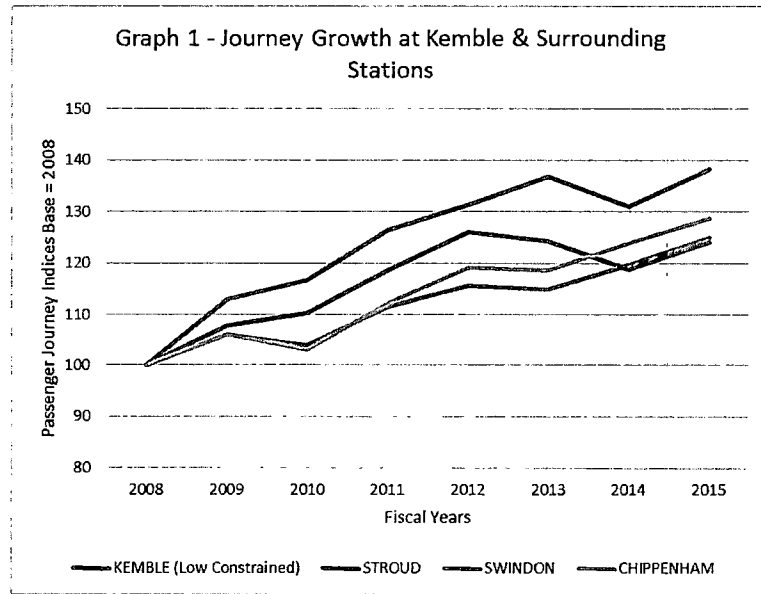
2.3 The most likely explanation for this is that the Kemble demand is being constrained by the lack of available parking. The ORR station usage statistics for 2014/15 give the footfall for Kemble as 356k. These are annual single journeys and converting to return journeys, assuming 95% occupancy on weekdays, factoring for car occupancy, and weekends, this would imply that around 67% of journeys at Kemble involve use of the car-park; an unusually high number, but credible when the distance from its main catchments such as Cirencester are taken into account: -

$$356,000 \text{ Single Jnys} / 2 / 6.5 \text{ Days} / 52 \text{ Weeks} = 526 \text{ Return Journeys per Day}$$

Car Park Growth Assessment for Kemble

337 Spaces * 95% * 1.1 Occupants per Car = 352

252/526 = 67%



2.4

So we might reasonably assume that Kemble would have continued to mirror the growth of Stroud if car-park capacity were not restrictive.

2.5

To forecast underlying demand growth, we have turned to the Passenger Demand Forecasting Handbook (PDFH), the Rail Industry's compendium of advice on forecasting best practice, which mirrors and is consistent with the DFT WEBTAG advice. The handbook provides elasticities to:-

- Gross Value Added (a standard measure of economic activity).
- Employment
- Population.

Using the elasticities in conjunction with regional forecasts of the above supplied by The Centre for Economics & Business Research I have extrapolated the demand forward to 2026, producing estimates both constrained and unconstrained by the availability of parking, assuming that 67% of the growth would be forgone if the additional capacity were not

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CT.64911m

provided. However historically Kemble, which serves a particularly prosperous area has outperformed this standard model, so we have provided a second set of values reflecting the historical, error to give a forecast range.

2.6

Three further adjustments were also made:-

- For the high estimate only, 4% growth was added to the 2016/17 numbers to reflect assumed recovery from the redoubling disruption.
- In December 2018 we anticipate that Super Express Trains will be deployed on the route as part of the Intercity Express Programme. In the draft timetable the services stopping at Kemble will increase from 36 to 39 on weekdays, with almost all of these extending to or from London Paddington rather than the mix of Paddington and Swindon services currently offered. The timetable has been evaluated using MOIRA¹ and forecast a 12% increase in demand at Kemble.
- Also due to the introduction of the new trains and in line with PDFH advice derived from past rollingstock upgrades, we have included a 2% demand uplift for rollingstock quality.

2.7

The results of this analysis are shown in Graph 2, whilst the table below shows the associated uptake of the additional parking spaces for the high

Occupancy of the Additional Spaces

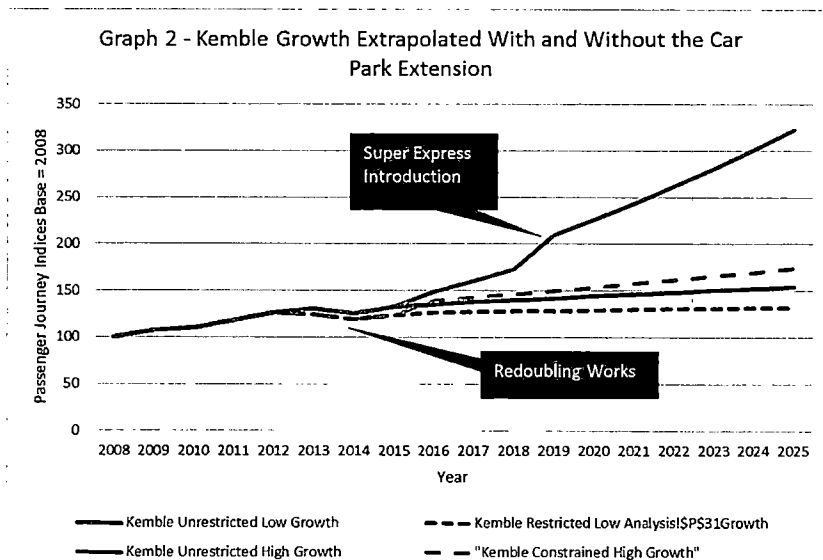
	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Low	37	43	47	53	58	63	68	73	78
Middle	50	68	130	154	181	209	238	270	304
High	63	94	213	256	304	354	408	467	531

and low estimates and for a middle point.

¹ MOIRA is a Rail Industry standard model for forecasting changes in demand associated with timetable changes, both through demand allocation and demand growth.

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CT: 649/1m



2.8

So even at the low end of our forecasts we would fill 50% of the new spaces by 2015, whilst the high end forecast would see all the spaces filled by 2022.

Paul Swadling
 Senior Research & Project Analyst
 7 March 2016

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Hemal
 15/007906/FUL
 CT: 04911m

Our Ref: DMJ-WR08-12443B
Your Ref: 15/04432/FUL

8th March 2016

For The Attention of Andrew Moody
Council Offices
Trinity Road
Cirencester
Glos.
GL7 1PX

Dear Sirs

Re: Planning Application Ref. 15/04432/FUL - Change of Use to Mixed Use for the Keeping of Horses and for Gypsy and Traveller Residential Purposes Together with the Development of a Stable Building and Relocation of Existing Stable Building at Land Parcel Opposite Windmill Farm, Hartley Lane, Leckhampton

I write on behalf of Leckhampton RAID (Residents against Inappropriate Development), as you will be aware I presented to Planning Committee in January at which stage Committee's decision was to defer consideration of the application to allow Members to visit the site and assess the development proposed.

In my presentation to Committee I commented that the proposed planning condition which at that time sought to limit the consent to 2 mobile homes and 4 caravans was unworkable on the grounds that there is no distinction in law between a mobile home and a caravan (they are one and the same).

I am disappointed that Officers have not sought to clarify this matter for Members, indeed I note that the Officer's latest report exacerbates this matter by simply restricting the development upon the site to 6 caravans. In view of the fact that there is no material difference in law between a mobile home and a caravan this would in practice allow for the siting up to 6 mobile homes upon the site. This would clearly have a detrimental impact upon the visual amenities of the area and the sites setting within the AONB.

The size of mobile homes which could be stationed on site is directly related to the revised proposal insofar as the proposed repositioning of the 2 stable blocks, allows more physical space on site for the siting of large mobile homes. The smaller site area and original proposed

siting of the stabled blocks naturally constrained the size of mobile homes which could be accommodated on site.

For your guidance, my Clients have instructed Messrs Harrison Clark Rickerbys Solicitors to advice in respect to the legal definition of a caravan. I herewith attach a copy of the Solicitor's letter confirming the legal position in respect to the requisite Acts which define caravans.

I consider that it is essential that committee members are aware of this legal definition before determining the above referenced application thus I ask that this letter and the attached Solicitor's letter be brought to the attention of Committee Members prior to determination of this proposal.

On behalf of my instructing Client I submit that there is no planning need for the amendments proposed to the scheme, the site can and should be laid out as per the planning permission granted in December 2014. This would naturally limit the size of caravans brought onto site and thus provide some limited mitigation to the harm to the landscape. I thus urge your Authority to refuse consent in this instance.

Yours sincerely
For and on behalf of Evans Jones Ltd

**D M Jones MRTPI MRICS
Chartered Town Planner
Chartered Surveyor
Direct Line 01242 531411**

Your reference:
Our reference: RA03.LEC0008-0001.RA
Direct email: randrews@hcrlaw.com



4th March 2016

Mr D Jones
Evans Jones
Royal Mews
St Georges Place
Cheltenham
Gloucestershire
GL50 3PQ

5 Deansway, Worcester WR1 2JG
Telephone: 01905 612001
Fax: 01905 744899
DX: 716260 Worcester 1
Direct Line: 01905 744868
PLANNING TEAM

Dear David

Re. PROPOSED PLANNING CONDITIONS: LAND OPPOSITE WINDMILL FARM, HARTLEY LANE, LECKHAMPTON HILL, CHELTENHAM (15/04432/FUL)

Further to our recent discussions, I write to confirm the legal position relating to one of the planning conditions proposed by Cotswold District Council ("the Council") in the Planning Officer's Committee Report for a planning application for the change of use of Land opposite Windmill Farm, Hartley Lane, Leckhampton Hill, Cheltenham, reference 15/04432/FUL.

The planning condition in question reads:

"The site shall comprise no more than 2 pitches and no more than 4 caravans and 2 mobile homes, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended shall be stationed on the site at any time"

The reason given for the imposition of this condition is stated as:

"To define the permission having regard to the impact upon landscape character in accordance with Cotswold District Local Plan Policies 19 and 23, and Paragraph 115 of the NPPF"

Although the imposition of a planning condition restricting the number of units permitted on this site clearly serves a useful purpose, the wording suggested is a cause for significant concern due to its lack of clarity.

The condition purports to differentiate between a 'caravan' and a 'mobile home' with reference to both the Caravan Sites and Control of Development Act 1960, and the Caravans Sites Act 1968. However although there is a legal definition of a 'caravan' in these Acts, there is no legal definition of 'mobile home' therein.

I have set out the relevant legislation below for ease of reference.

Birmingham
Cheltenham
Hereford
Ross-on-Wye
Thames Valley
Worcester

By appointment in London
lawyers@hcrlaw.com www.hcrlaw.com

53 Calthorpe Road Edgbaston Birmingham B15 1TH
Ellenborough House Wellington Street Cheltenham GL50 1YD
Thorpe House, 29 Broad Street Hereford HR4 9AR
6 High Street Ross-On-Wye HR9 5HL
200 Brook Drive Green Park Reading RG2 6UB
5 Deansway Worcester WR1 2JG

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Mem 03
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The legal definition of caravan is contained in Section 29(1) of the Caravan Sites and Control of Development Act 1960 (as amended). This section states:

"caravan means any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted, but does not include-

(a) Any railway rolling stock which is for the time being on rails forming part of a railway system, or

(b) Any tent"

The legal definition of 'mobile home' is, in fact, contained within Section 9(1) of the Mobile Homes Act 1975, which provides that:

"mobile home has the same meaning as "caravan" in Part 1 of the Caravans Sites and Control of Development Act 1960 as amended by the Caravan Sites Act 1968"

In short, this means that 'caravan' and 'mobile home' have identical meanings in law, and so the planning condition proposed authorises six units up to the maximum legal size limits.

The size limits for a mobile home or caravan are contained within Section 13 of the Caravan Sites Act 1968 (as amended). Section 13(1) provides that the definition of a caravan/mobile home includes structures which are comprised of twin-units, as it provides that:

"A structure designed or adapted for human habitation which:

(a) Is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices; and

(b) Is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer)

Shall not be treated as not being (or as not having been) a caravan within the meaning of the Caravan Sites and Control of Development Act 1960 by reason only that it cannot lawfully be so moved on a highway when assembled"

This means that for any unit described as either a caravan or mobile home the maximum size limits are set out in Section 13(2) of the Caravan Sites Act 1968, being:

"Length (exclusive of any drawbar): 65.616 feet (20 metres)

Width: 6.9096 feet (6.8 metres)

Overall height of living accommodation (measured internally from the floor at the lowest level to the ceiling at the highest level): 10.0006 feet (3.05 metres)"

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15/04/332/FUL CT. 7047/Q.

As you will appreciate, the maximum size limits provide for extremely substantial structures, and so this is highly relevant to the Council's consideration of the landscape character assessment of the impact of the development proposed.

As you are aware, it is a requirement of the National Planning Policy Framework that all planning conditions are 'precise'. The Planning Practice Guidance makes clear that conditions must be "written in a way that makes it clear to the applicant and others what must be done to comply with it" and that poorly worded conditions must not be used.

The planning condition as drafted by the Council does not meet these requirements.

I trust that this summary of the legal position is of assistance.

Yours sincerely

Rosalind Andrews
For and on behalf of
HARRISON CLARK RICKERBYS LIMITED

Hem 03

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15/04/332/FUL

CT.7047/Q.

CORINIUM PLANNING SERVICES

F.A.O. Andrew Moody
Development Services
Cotswold District Council
Trinity Road
Cirencester
Gloucestershire
GL7 1PX

Our Ref: CPS 2015/07

Your Ref: 15/05502/FUL

7th March 2016

Dear Mr Moody,

RE: Valley View 2a Gallows Pound Lane, Stratton, Gloucestershire GL7 2RL – Retention of Retaining Wall for Terraced Garden

We have had the opportunity to view the representations made by consultees and third parties, and the officer's Report to Committee in respect of this application, and wish the following response to be taken into consideration.

PRIOR TO WORKS

The original rear garden provided for this 3-bed dwelling was woefully inadequate, having a narrow strip of patio and lawn at the same level – **please see attached photographs 1 and 2**, with the remainder sloping steeply down to Gallows Pound Lane. Its steepness made it a challenge to cultivate and manage, and eventually it was given up for ivy and brambles to take over between the few shrubs and trees; a situation occurring on other neighbouring gardens where elderly owners can no longer maintain such difficult terrain.

Given the less sloping nature of the lower part of the site, where it adjoined the lane prior to the works, we believe that the lower section of the wall, set back 2.8 metres from the highway, and the formation of the parking bay falls under permitted development and would not be subject to any Enforcement Action.

HEIGHT

The height of the wall has resulted from the need to maintain a uniform-level to provide an adequate area of useable garden for sitting out, children's play and clothes drying areas. The depth of the original, level garden area extended just beyond the western side of the neighbouring garage at 121 Stratton Heights; the new terracing with the taller section of retaining wall now extends this to align, roughly, midway along the rear wall of the neighbouring garage at 121 Stratton Heights. The current height of the wall, without any balustrade, sits just above the eaves height of that garage, and the addition of a 1.1m high boundary structure would remain below the ridge height of that garage.

At their Site Inspection Briefing (SIB) Members may have also been shown the stilted terrace platform, with pergola over, that exists just two doors from the application site, at No. 210 Stratton Heights? If not then this is clearly identifiable in the photograph on PAGE 266 of the Officer's report to Committee. The height of that structure is significantly higher than the proposal, and together with other domestic walling, balustrades, and outbuildings renders the character on this side of Gallows Pound Lane as more urban than rural.

VISUAL IMPACT

When viewed from the cul-de-sac of Stratton Heights from which Gallows Pound Lane commences, the development is completely screened by the garage at 121 Stratton Heights that lays to the south.

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CORINIUM PLANNING SERVICES

The initial impression of Gallows Pound Lane from this cul-de-sac is of a narrow track giving access to, what appears to be a rural area. However, the character of the lane changes considerably, and is due to change further when regard is given to the construction of a recently permitted dwelling at The Folly that is situated on the east side of Gallows Pound Lane, directly opposite the application site.

Whilst it is acknowledged that the current raw state of the walling appears harsh, particularly as the planting is still young and has been slow to take effect, however, the trained planting will go some way to softening its appearance in time. Should Members feel it necessary, it's appearance could be further improved by the application of additional textured painting, the colour and finish of which can be secured by condition; and so be made acceptable in planning terms.

Returning to the Committee Report, in particular, the photograph on page 266 (dated 15/02/2016) - It should be noted that that photograph does not represent the view one would obtain from the public footpaths along the Churn Valley, a concern raised by the Ward Councillor, it is, in fact, a significantly zoomed and enlarged view, a more accurate photograph is attached at the end of this letter (**photograph 3**). Furthermore, the present view of the Report photograph will change in the near future with the construction of the new dwelling and create a more consolidated grouping of buildings, with 'layers' of built form behind one another.

STABILITY

Reference has been made to the stability of the structure, and the formation of cracks; in response to this please find enclosed a statement from David Smith Associates, Structural and Civil Engineers, dated 26th February 2016, which confirms that there is no structural distress present.

VEHICULAR MOVEMENTS

Comment has been made of the lack of a turning point on the site. We wish to point out that the development has, unintentionally, brought a benefit to users of Gallows Pound Lane in that the setback nature of the lower section of wall forms a long private parking bay but which, the applicant keeps unrestricted and, as such, tolerates its use by all users of the lane. Furthermore, when combined with the existing parking bay at The Folly, directly opposite, these two private parking areas, provide a useful, wide passing bay and even 'pitstop' for deliveries which helps avoids the lane being temporarily blocked.

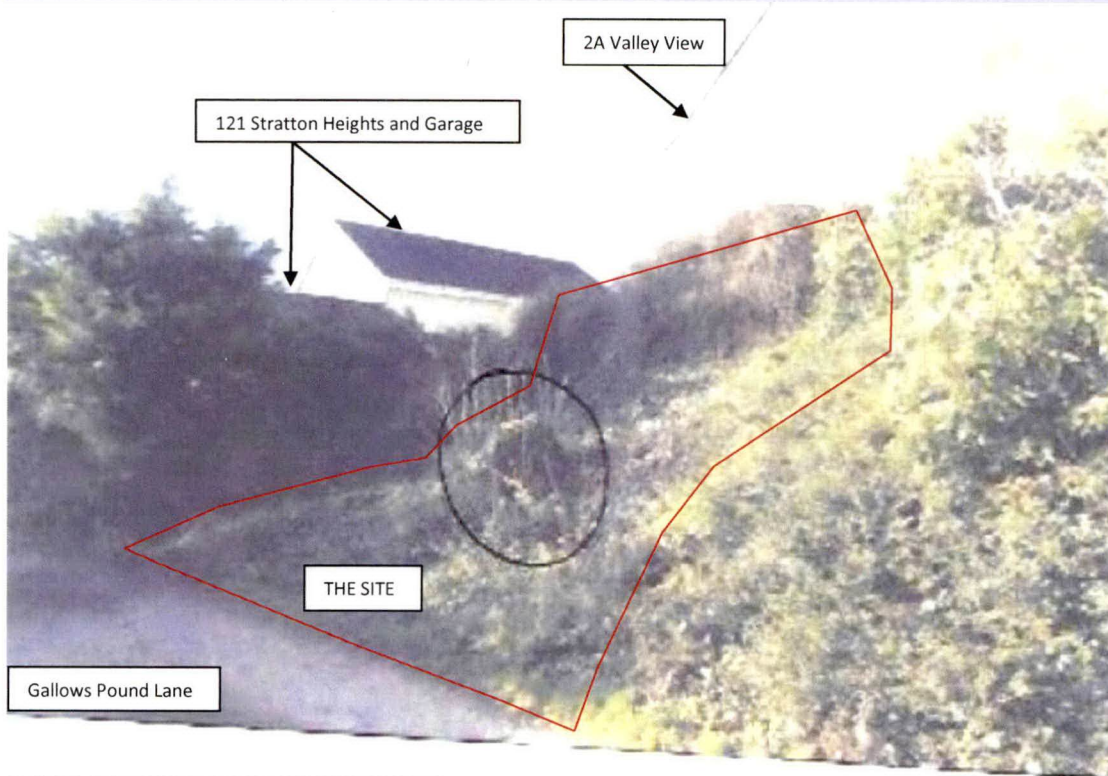
Yours sincerely

Jaqui Pembroke Town Planning Studies (Dip)
Town and Country Planning Consultant

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CORINIUM PLANNING SERVICES

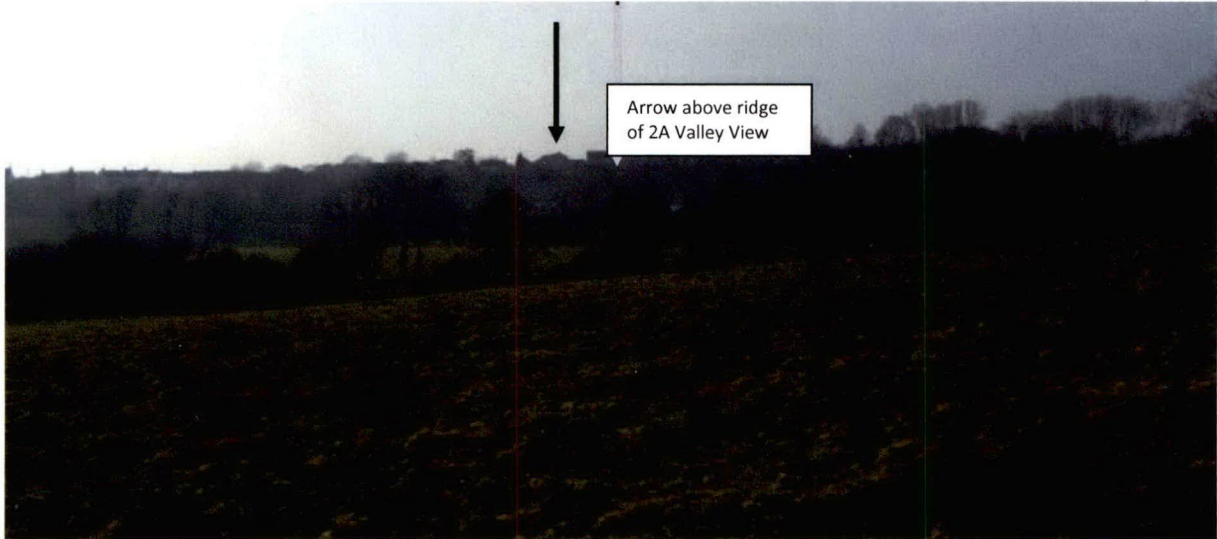


1. SITE CONDITIONS PRIOR TO WORKS



2. DOTTED LINE INDICATES EXTENT OF ORIGINAL AREA OF FLAT GARDEN WITH THE REMAINDER BEING UNUSEABLE AS IT SLOPED STEEPLY TO GALLOWES POUND LANE

CORINIUM PLANNING SERVICES



3. NATURAL VIEW FROM CLOSEST POINT FROM THE CHURN VALLEY PUBLIC FOOTPATH ZCC/11/1

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Hem 08.

15/05502/FUL.
CT.1247/R.

D S A

◆ DAVID SMITH ASSOCIATES ◆ Consulting Structural & Civil Engineers ◆

◆ London ◆ Northampton ◆ Cirencester ◆

www.dsagroup.co.uk

Ms Michelle Milliner,
Valley View,
2A Gallows Pound Lane,
Cirencester,
Gloucestershire
GL7 2RJ

26th February 2016

C15/5572/DJM/AK

Dear Ms Milliner,

2A Gallows Pound Lane - structural assistance

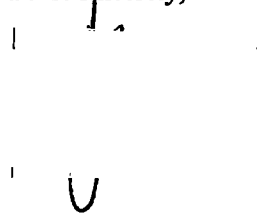
With reference to the boundary retaining wall at 2A Gallows Pound Lane, I confirm that the wall had been built when I first saw it in July 2015. Discussions with the builder indicated that only simple footings had been used but that the wall itself had been reinforced. Calculations were prepared which indicated that restraints were required to afford stability, but the solution using ground anchors proved to be too expensive.

The wall is in two parts, the lower part is 1.35m high and the upper part, set back by 0.7m, is 1.8m high. The step in the line meant that, by connecting the two walls together, the weight of the upper wall would counteract the pressure of the soil behind, and so a reinforced concrete slab was constructed between the walls to provide such a connection. In addition, holes were left in this slab to allow plants to grow.

This work, together with other measures to use the return walls as counterweights, was completed in September 2015, and further site visits were made in November 2015 and January 2016 to monitor the situation. Hairline cracks which were evident during construction widened only slightly as the wall took up the weight of the soil behind. These cracks should be re-pointed in due course but they do not represent structural distress.

I trust that this synopsis of the works is sufficient to allow conditions to be discharged, but please let me know if you require further technical assistance.

Yours sincerely,



D J Mills

MA(Cantab) CEng MICE MStructE

David Smith Associates

VAT Registration No.: 670 8636 12

Eur Ing David Smith BSc(Hons), CEng, MICE, MStructE, IMaPS, MFPWS, FCABE, ACI Arb Alison Smith
Hitesh Jethwa BScEng(Hons), IEng, AMStructE Steven Ainge BEng(Hons), IEng, AMStructE
Richard Jones HNC, TMICE, EngTech John Mills MA(Cantab), CEng, MICE, MStructE



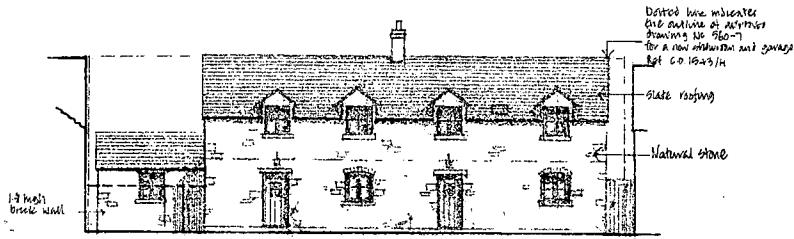
London
16 Upper Woburn Place
London
WC1H 0AF

Northampton
8 Duncan Close
Moulton Park
Northampton NN3 6WL

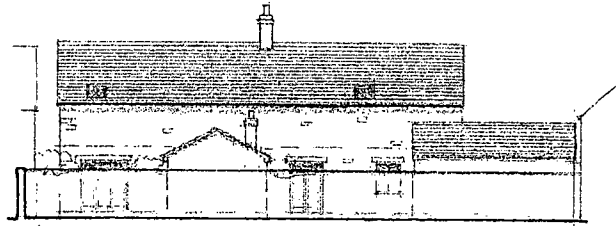
Cirencester
Waterloo House
The Waterloo
Cirencester GL7 2PY



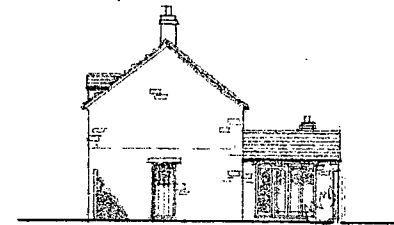
36 HSM 08
15/055002/FUL
CT. 124712



WEST ELEVATION

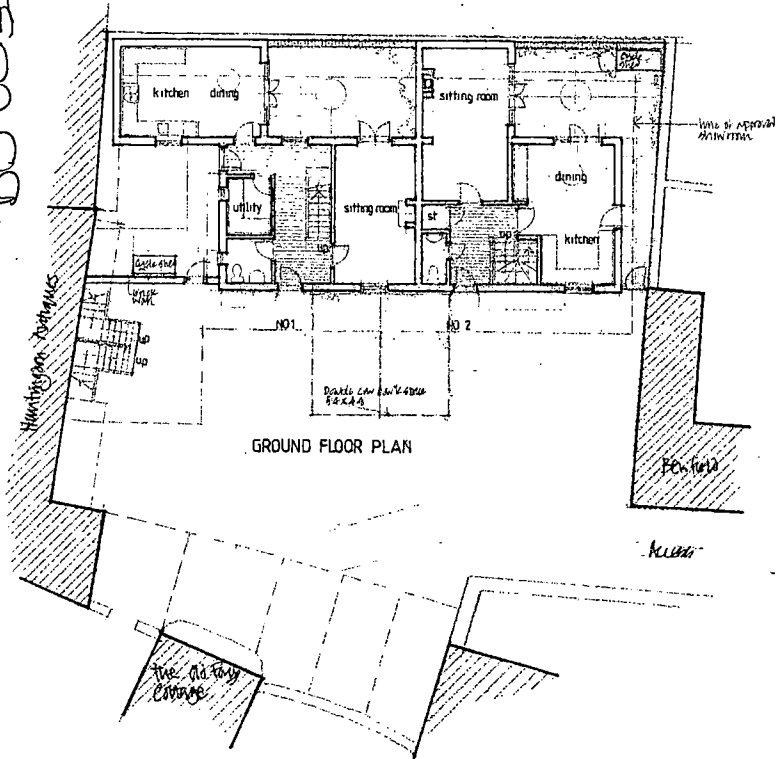


EAST ELEVATION

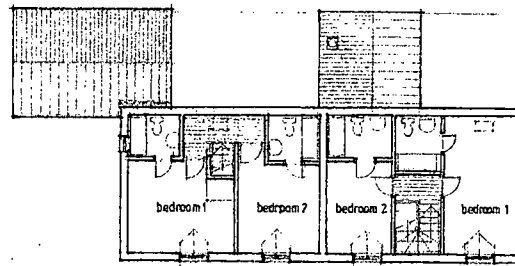


SOUTH ELEVATION

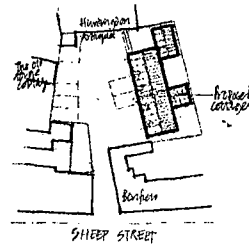
37
 Hem 09
 15/02/2016/FOL
 CD 15/12/17



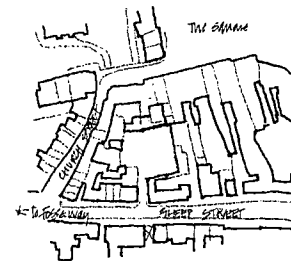
GROUND FLOOR PLAN



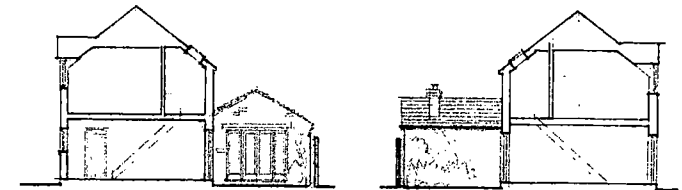
FIRST FLOOR PLAN



BLOCK PLAN scale 1:500

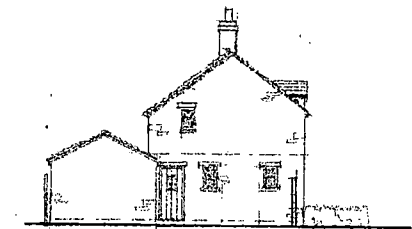


SITE PLAN scale 1:1250



SECTION / SOUTH ELEV

SECTION / NORTH ELEV



NORTH ELEVATION



RICHARD MERRETT + ARCHITECT
 6 Chapel Gardens, Stretton on Fosse, Marston in Marsh, Glos GL565SL Tel: 01608 662078
 e-mail: rmerrett@rmerrett.com

Project: PROPOSED CONSTRUCTION OF A PAIR OF COTTAGES AT HUNTINGDON YARD, STOW ON THE WOLD.
 Client: MR. M. GOLDING
 Drawing: PROPOSED DEVELOPMENT
 Date: March 2016
 Drawing no.: 2014/27/02 Scale: 1:100

Lesley-Jane Weaver

Subject: FW: Agenda Item 9 and 10, Planning Committee 9th March
Attachments: PastedGraphic-2.pdf

From: nicholas worledge
Sent: 04 March 2016 16:05
To: Democratic
Cc: Alison Hall; Andrew Eastabrook; Hannah Totham
Subject: Agenda Item 9 and 10, Planning Committee 9th March

Dear Sir/Madam

I am writing to you on behalf of the applicant. Please find attached a visualisation of the proposal for the Dower House, Mangersbury, due to be considered at the Planning Committee on the 9th March. I am aware that at Committee meeting the quality of projection of images can be variable so to ensure that committee members have full opportunity to see this visualisation clearly can I ask please that you circulate this digital version (attached below) to all members in advance of the meeting. This is not new information - the visualisation was submitted as part of the application.

many thanks

ITEM 9 CD.2483/M Family room extension at Dower House, Mangersbury, Cheltenham BS Dare Alison Hall Page 280

ITEM 10 CD.2483/L Family room extension at Dower House, Mangersbury, Cheltenham BS Dare Alison Hall Page 288

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Items 10 + 11
15/02167/LBC
CD.2483/M
15/02166/FUL
CD.2483/L



DOWER HOUSE, MAUGERSBURY: EXISTING REAR ELEVATION



DOWER HOUSE, MAUGERSBURY: PROPOSED REAR ELEVATION

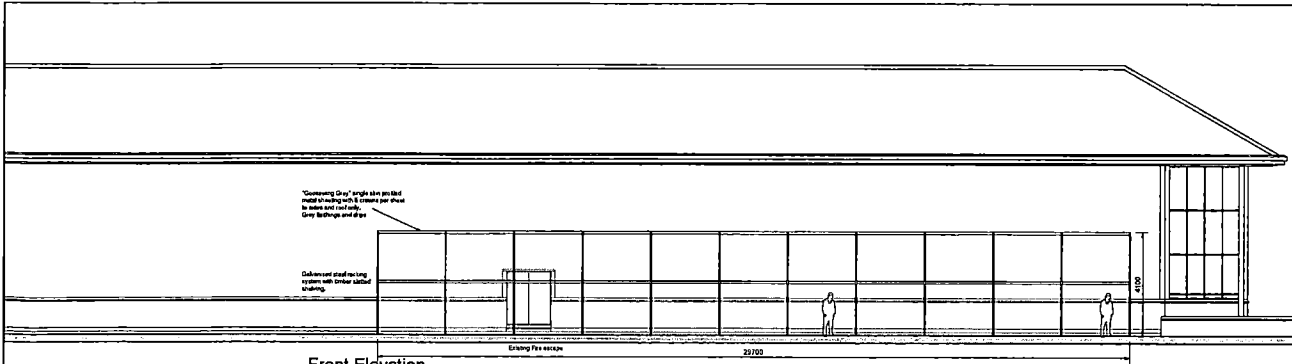
Nicholas Worledge

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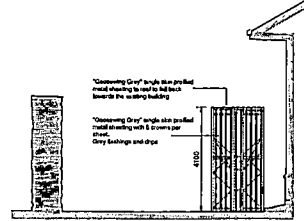
Hems 10 + 11
15/02167/LBC
CD.24831m
+
15/02166/FUL
CD.24831L.

Do Not Scale!
All Dimensions Are In Millimetres Unless
Otherwise Stated
If In Doubt Ask!
This plan is drawn as hand/drawing

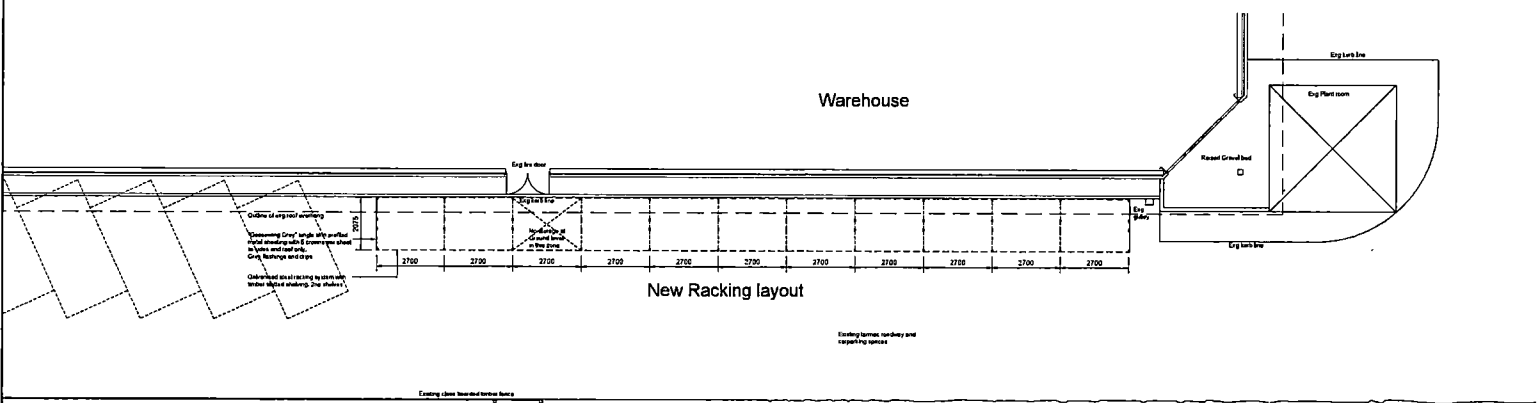
ISSUE	DATE	REVISION	BY
Rev A	Dec 15	Storage bays reduced to 7 bay height but increased in length to maintain 23 bays	RG
Rev B	Feb 14	Fire escape detail added	RG



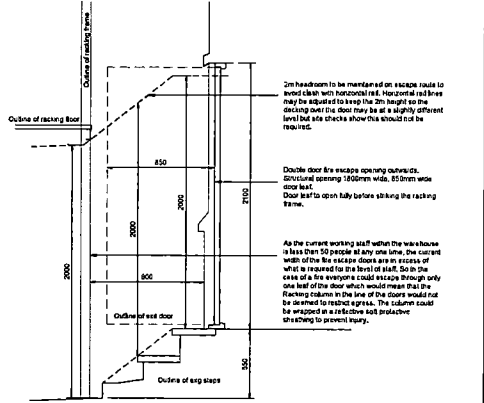
Front Elevation



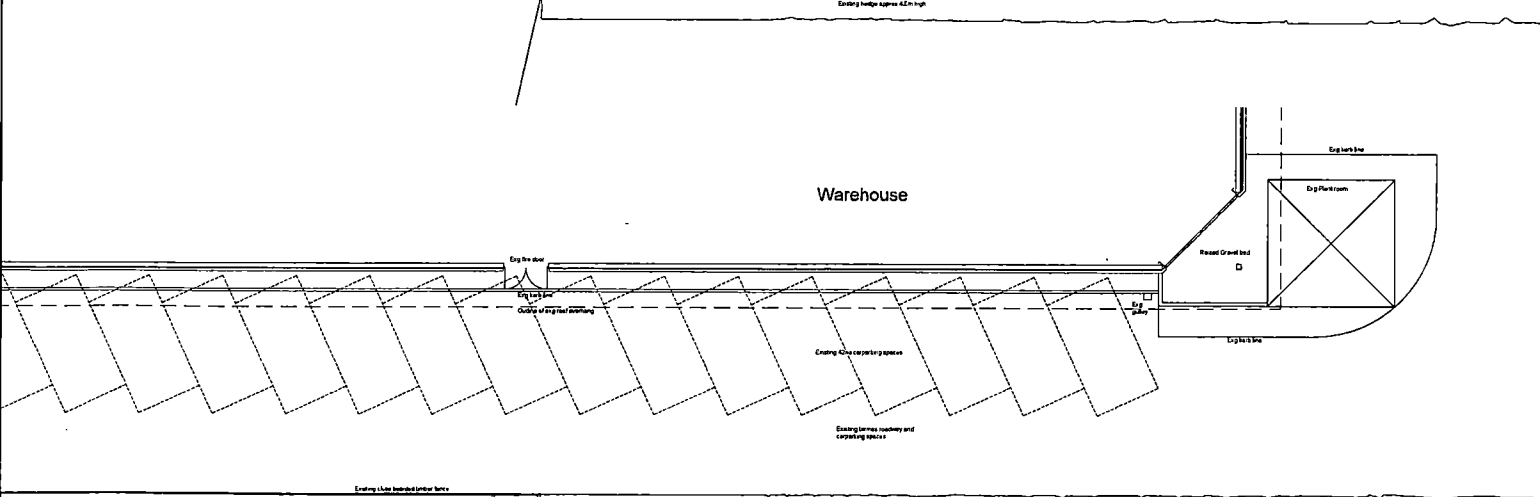
Side Elevation



New Racking layout



Detail thro Fire Escape door



Existing Part Plan

40
16/00009/FUL
CT-26009/Z

PROJECT:
Proposed External Racking
Watermoor Road, Cirencester

DRG TITLE:
Proposed External racking

JOB NO: 15.06	DRG NO: PL3	REV: B
SCALE: 1:100 @ A1	DRN BY: RG	
DATE: Jan 2015	CHK BY:	

GLEVUM
Design & Build Ltd

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www.glevum.co.uk

Lesley-Jane Weaver

Subject: FW: 16/00009/FUL Colt Cars
Attachments: Proposed layout 15-09-PL3B.pdf

From: Ben Pearce
Sent: 26 February 2016 17:16
To: Scott Britnell
Subject: 16/00009/FUL Colt Cars

Dear Scott,

My apologies for the delay in responding to your request for addition clarification in relation the above mentioned application for the retention and amendment to the racking at the Colt Cars site.

I have attached details of the proposed racking and its relationship with the fire escape, my Client contends that the escape will continue to provide appropriate levels of safety. They confirm that the number of staff within the warehouse does not exceed 50 at any one time and therefore a single door in this location meets with the requirements of Part B of the building regulations; the potential for the column to restrict use of one of the doors does not compromise the safety of the building, particularly as there are also alternative fire escapes available.

My Client confirms that the staff safety briefing and risk assessment will be updated to account for the revised racking layout and forklift drivers will be made aware of the imperative to clear vehicles from the egress in case of an alarm being raised.

The stored units are palletised and not stored individually; the risk of materials falling on to escaping persons or blocking egress is identical the risk of good falling within the warehouse onto staff moving towards the fire escape.

In terms of the location and scale of the racking, my Client confirms that goods have been stored on the concrete apron around the warehouse for a number of years, and the area has been at maximum capacity for some time. The unprecedented growth of the business over recent years has placed additional pressure on the Watermoor Road site to accommodate parts ancillary to the additional vehicles storage acquired at the Royal Portbury Dock, Bristol, needed to fulfil the expansion of the business. The resulting storage solution, positioned to the rear of the building, cost effectively meets the needs of the business without compromising parking, or movement around the site.

I trust the above is of assistance. Please give me a call with any queries.

Best regards

Ben

Ben Pearce BSc. MA(T&CP)
Director

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Item 12.
16/000009/FUL
CT-2609/Z