Development Control
Gloucester City Council
PO Box 3252, Gloucester, GL1 9FW
01452 396396
development.control@gloucester.gov.uk
www.gloucester.gov.uk/planning

Application for Planning Permission.
Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

1. Site Address

Number	
Suffix	
Property name	Liberty House
Address line 1	St Catherine Street
Address line 2	
Address line 3	
Town/city	Gloucester
Postcode	GL1 2BX

Description of site location must be completed if postcode is not known:

Easting (x)	383343
Northing (y)	219104

Description

2. Applicant Details

Title	
First name	
Surname	Gloucester Rugby Club
Company name	
Address line 1	Kingsholm Stadium
Address line 2	Kingsholm Road
Address line 3	
Town/city	Gloucester
Country	England

2. Applicant Details

Postcode	

Are you an agent acting on behalf of the applicant? ◉ Yes ○ No

Primary number	
Secondary number	
Fax number	
Email address	

3. Agent Details

Title	Mr
First name	Nathan
Surname	McLoughlin
Company name	McLoughlin Planning
Address line 1	First Floor
Address line 2	119 Promenade
Address line 3	
Town/city	CHELTENHAM
Country	
Postcode	GL50 1NW
Primary number	[redacted]
Secondary number	
Fax number	
Email	[redacted]

4. Site Area

What is the measurement of the site area? (numeric characters only).	4500.00
Unit	Sq. metres

5. Description of the Proposal

Please describe details of the proposed development or works including any change of use.

If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.

Change of use from warehouse to training facilities and associated facilities with Gloucester Rugby Club

Has the work or change of use already started? ○ Yes ◉ No

6. Existing Use

Please describe the current use of the site

warehouse (B8)

Is the site currently vacant? (●) Yes ( ) No

If Yes, please describe the last use of the site

warehouse (B8)

When did this use end (if known)? DD/MM/YYYY

Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated ( ) Yes (●) No

Land where contamination is suspected for all or part of the site ( ) Yes (●) No

A proposed use that would be particularly vulnerable to the presence of contamination (●) Yes ( ) No

7. Materials

Does the proposed development require any materials to be used externally? (●) Yes ( ) No

Please provide a description of existing and proposed materials and finishes to be used externally (including type, colour and name for each material):

Windows	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	New aluminium frame windows

Are you supplying additional information on submitted plans, drawings or a design and access statement? (●) Yes ( ) No

If Yes, please state references for the plans, drawings and/or design and access statement

Please refer to Design and Access Statement

8. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway? ( ) Yes (●) No

Is a new or altered pedestrian access proposed to or from the public highway? ( ) Yes (●) No

Are there any new public roads to be provided within the site? ( ) Yes (●) No

Are there any new public rights of way to be provided within or adjacent to the site? ( ) Yes (●) No

Do the proposals require any diversions/extinguishments and/or creation of rights of way? ( ) Yes (●) No

9. Vehicle Parking

Does the site have any existing vehicle/cycle parking spaces or will the proposed development add/remove any parking spaces? (●) Yes ( ) No

Please provide information on the existing and proposed number of on-site parking spaces

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	75	72	-3

10. Trees and Hedges

Are there trees or hedges on the proposed development site? ○ Yes ◉ No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character? ○ Yes ◉ No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

11. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Check the location on the Government's Flood map for planning. You should also refer to national standing advice and your local planning authority requirements for information as necessary.) ◉ Yes ○ No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? ◉ Yes ○ No

Will the proposal increase the flood risk elsewhere? ○ Yes ◉ No

How will surface water be disposed of?

☐ Sustainable drainage system

☐ Existing water course

☐ Soakaway

☑ Main sewer

☐ Pond/lake

12. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

○ Yes, on the development site
○ Yes, on land adjacent to or near the proposed development
◉ No

b) Designated sites, important habitats or other biodiversity features:

○ Yes, on the development site
○ Yes, on land adjacent to or near the proposed development
◉ No

c) Features of geological conservation importance:

○ Yes, on the development site
○ Yes, on land adjacent to or near the proposed development
◉ No

13. Foul Sewage

Please state how foul sewage is to be disposed of:

13. Foul Sewage

- [x] Mains Sewer
- [ ] Septic Tank
- [ ] Package Treatment plant
- [ ] Cess Pit
- [ ] Other
- [ ] Unknown

Are you proposing to connect to the existing drainage system? (•) Yes ( ) No ( ) Unknown

If Yes, please include the details of the existing system on the application drawings. Please state the plan(s)/drawing(s) references.

Please refer to Design and Access Statement

14. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? ( ) Yes (•) No

Have arrangements been made for the separate storage and collection of recyclable waste? ( ) Yes (•) No

15. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste? ( ) Yes (•) No

16. Residential/Dwelling Units

Please note: This question has been updated to include the latest information requirements specified by government.
Applications created before 23 May 2020 will not have been updated, please read the 'Help' to see details of how to workaround this issue.

Does your proposal include the gain, loss or change of use of residential units? ( ) Yes (•) No

17. All Types of Development: Non-Residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace?
Note that 'non-residential' in this context covers all uses except Use Class C3 Dwellinghouses. (•) Yes ( ) No

Please add details of the Use Classes and floorspace.

Following changes to Use Classes on 1 September 2020: The list includes the now revoked Use Classes A1-5, B1, and D1-2 that should not be used in most cases. Also, the list does not include the newly introduced Use Classes E and F1-2. To provide details in relation to these or any 'Sui Generis' use, select 'Other' and specify the use where prompted. Multiple 'Other' options can be added to cover each individual use. View further information on Use Classes.

Use Class	Existing gross internal floorspace (square metres)	Gross internal floorspace to be lost by change of use or demolition (square metres)	Total gross new internal floorspace proposed (including changes of use) (square metres)	Net additional gross internal floorspace following development (square metres)
B8 - Storage or distribution	4500	4500	0	-4500
D2 - Assembly and leisure	0	0	4500	4500
Total	4500	4500	4500	0

Loss or gain of rooms

For hotels, residential institutions and hostels please additionally indicate the loss or gain of rooms:

18. Employment

Are there any existing employees on the site or will the proposed development increase or decrease the number of employees? (•) Yes ( ) No

18. Employment

Existing Employees

Please complete the following information regarding existing employees:

Full-time	0
Part-time	0
Total full-time equivalent	0.00

Proposed Employees

If known, please complete the following information regarding proposed employees:

Full-time	90
Part-time	0
Total full-time equivalent	0.00

19. Hours of Opening

Are Hours of Opening relevant to this proposal? ○ Yes ◉ No

20. Industrial or Commercial Processes and Machinery

Does this proposal involve the carrying out of industrial or commercial activities and processes? ○ Yes ◉ No

Is the proposal for a waste management development? ○ Yes ◉ No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

21. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances? ○ Yes ◉ No

22. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land? ◉ Yes ○ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- ◉ The agent
- ○ The applicant
- ○ Other person

23. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? ○ Yes ◉ No

24. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:
(a) a member of staff
(b) an elected member
(c) related to a member of staff
(d) related to an elected member

24. Authority Employee/Member

It is an important principle of decision-making that the process is open and transparent. ○ Yes ◉ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

25. Ownership Certificates and Agricultural Land Declaration

CERTIFICATE OF OWNERSHIP - CERTIFICATE B - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14

I certify/The applicant certifies that:

◉ I have/The applicant has given the requisite notice to everyone else (as listed below) who, on the day 21 days before the date of this application, was the owner* and/or agricultural tenant** of any part of the land or building to which this application relates; or

○ The applicant is the sole owner of all the land or buildings to which this application relates and there are no other owners* and/or agricultural tenants**.

*** 'owner' is a person with a freehold interest or leasehold interest with at least 7 years to run. ** 'agricultural tenant' has the meaning given in section 65(8) of the Town and Country Planning Act 1990.**

Owner/Agricultural Tenant

Name of Owner/Agricultural Tenant	Paul Jarvis
Number	
Suffix	
House Name	Buccleuch Property
Address line 1	27 Silvermills Court
Address line 2	Henderson Place Lane
Town/city	Edinburgh
Postcode	EH3 5DG
Date notice served (DD/MM/YYYY)	17/06/2021

Person role

○ The applicant
◉ The agent

Title	Mr
First name	Nathan
Surname	Mcloughlin
Declaration date (DD/MM/YYYY)	17/06/2021

☑ Declaration made

26. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☑

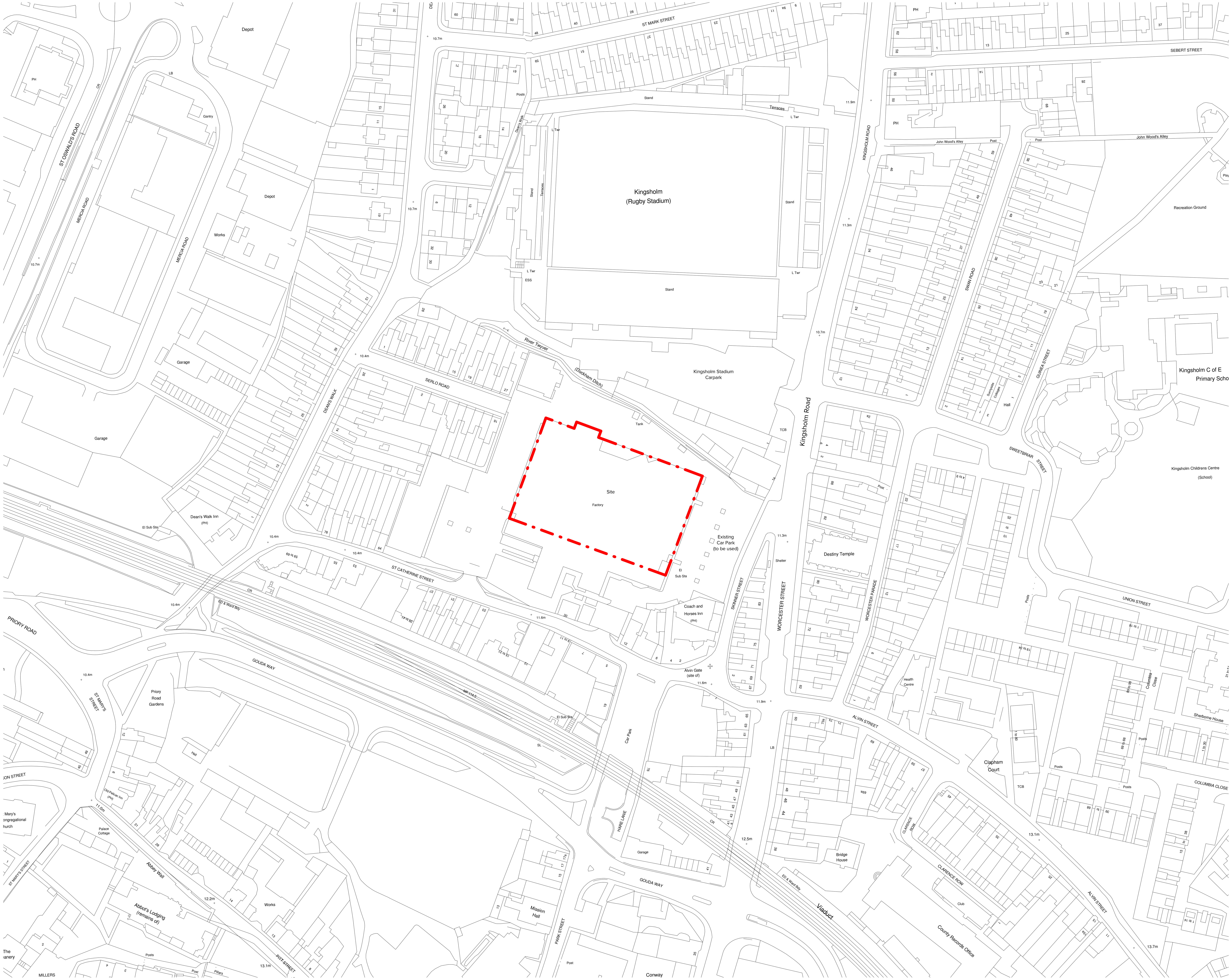
Date (cannot be pre-application)	17/06/2021

The Development Studio shall have no responsibility for any use made of this document other than for that which it was prepared and issued.

Do not scale from this drawing for construction or acquisition purposes. All dimensions and levels must be checked on site.

Do not scale from this drawing.

Any drawing errors or discrepancies should be brought to the attention of The Development Studio.



1. Site Plan

SCALE - 1 : 1000

0m 20m 40m 60m 80m 100m

VISUAL SCALE 1:1000 @ A1

N

REV.	DESCRIPTION	BY	CHK	DATE

PURPOSE OF ISSUE

PLANNINGPLANNING

00000 000 000
hello@tds.uk
www.tds.uk

THE DEVELOPMENT STUDIO

PROJECT

Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE

Existing Site Location Plan

CLIENT

Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	09/04//21

SCALE (@ A1)	PROJECT NUMBER
1 : 1000	2019

DRAWING NUMBER	REV
2019-TDS-XX-XX-DR-A-1000	

1. Proposed Site Plan
SCALE - 1 : 500

Key

Site Development Boundary
Site Boundary

Total Site Area: 8530sqm (blue line boundary)

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1

N

REV.	DESCRIPTION	BY	CHK	DATE
1	Site Boundary updated	JR	MM	07/06/21

PURPOSE OF ISSUE
PLANNINGPLANNING

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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

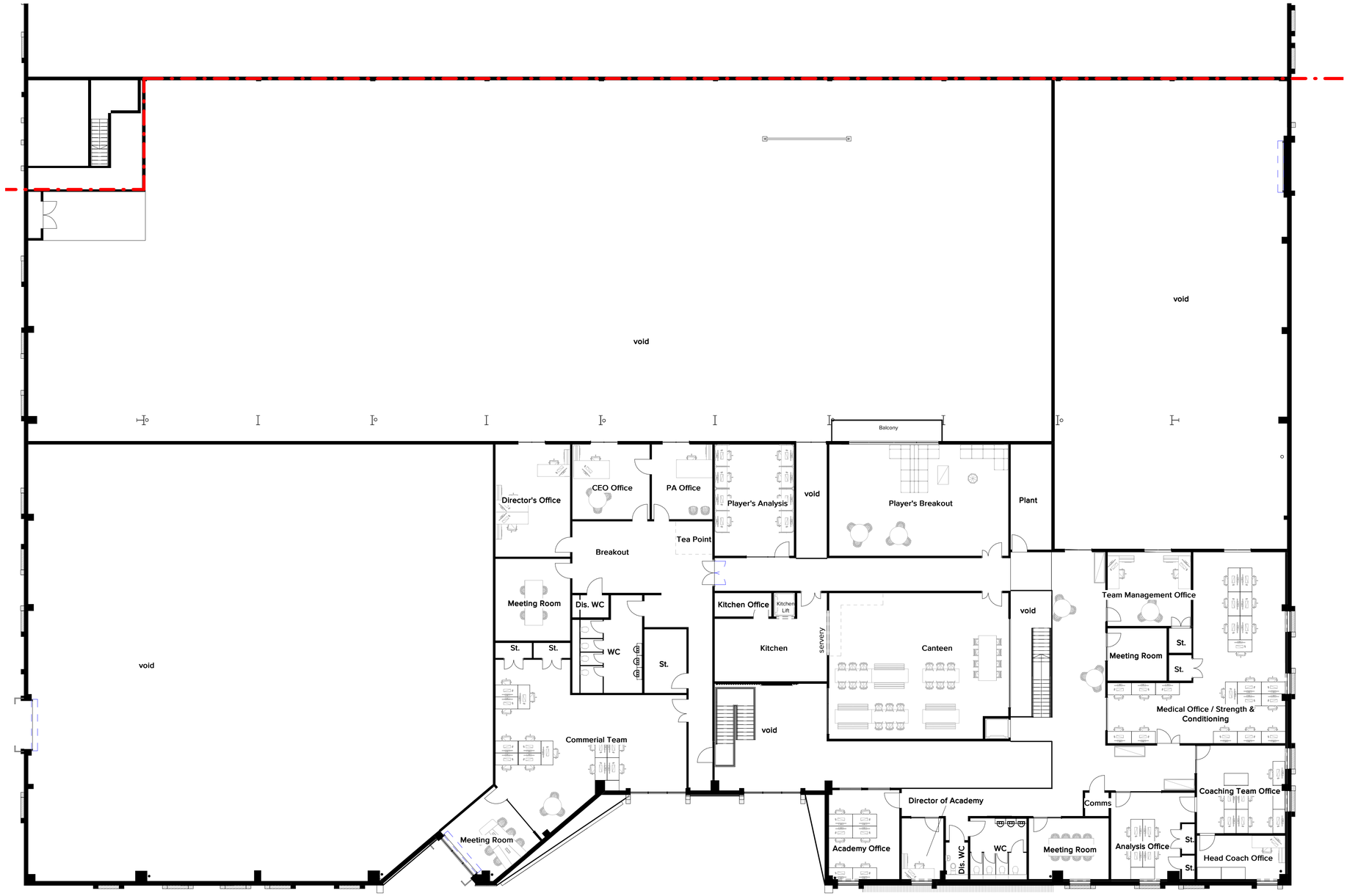
TITLE
Proposed Site Plan

CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	24/05/21

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2019

DRAWING NUMBER	REV
2019-TDS-XX-XX-DR-A-1051	1



1. Proposed Floor Plans, Level 01
SCALE - 1 : 150

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

N

REV.	DESCRIPTION	BY	CHK	DATE

PURPOSE OF ISSUE
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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE
General Arrangment Plan, Level 01

CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	11/05/21

SCALE (@ A1)	PROJECT NUMBER
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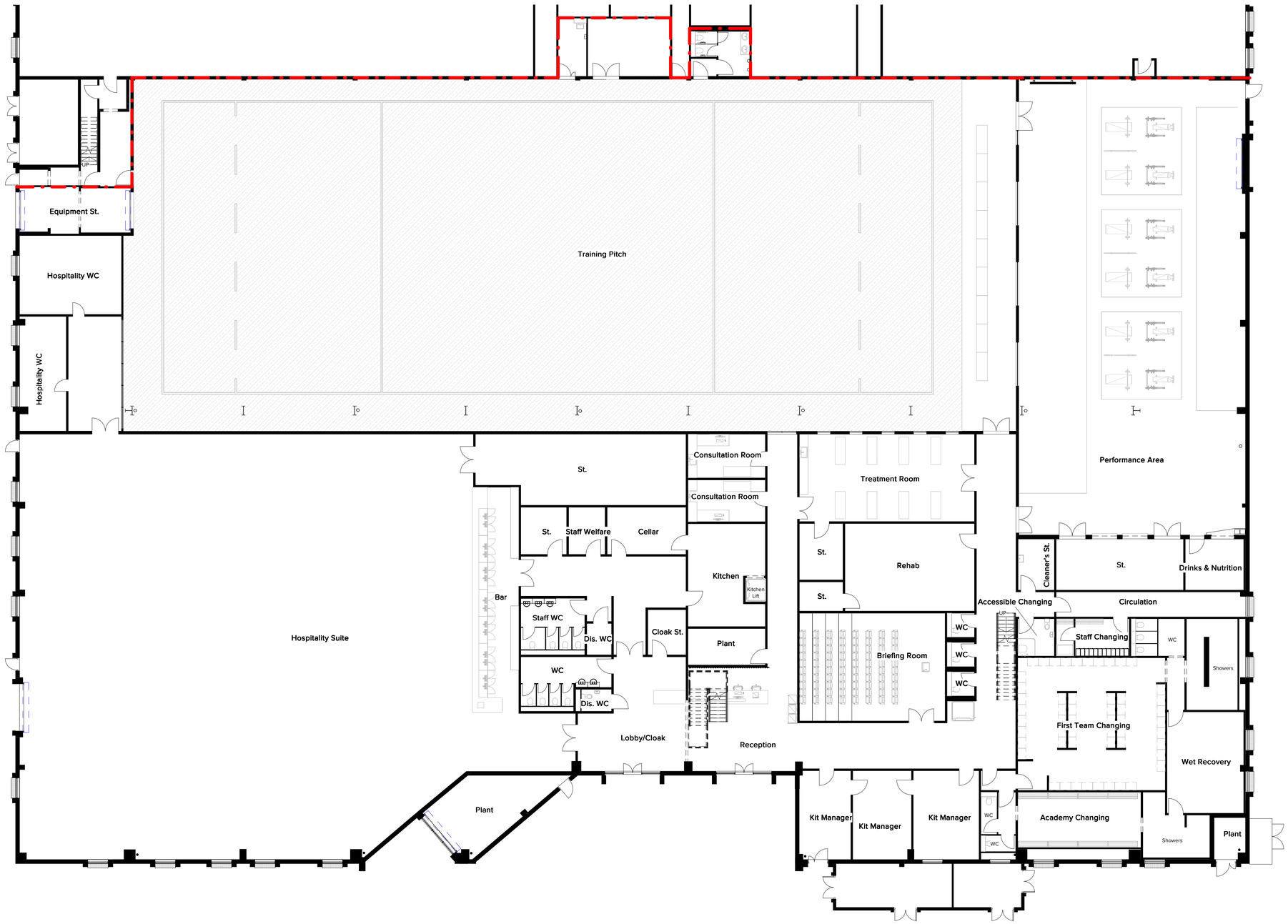
DRAWING NUMBER	REV
2019-TDS-XX-01-DR-A-1011	



1. Proposed Ground Floor GA
SCALE - 1 : 150

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

N

REV.	DESCRIPTION	BY	CHK	DATE

PURPOSE OF ISSUE
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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE
General Arrangement Plan, Ground Floor

CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	11/05/21

SCALE (@ A1)	PROJECT NUMBER
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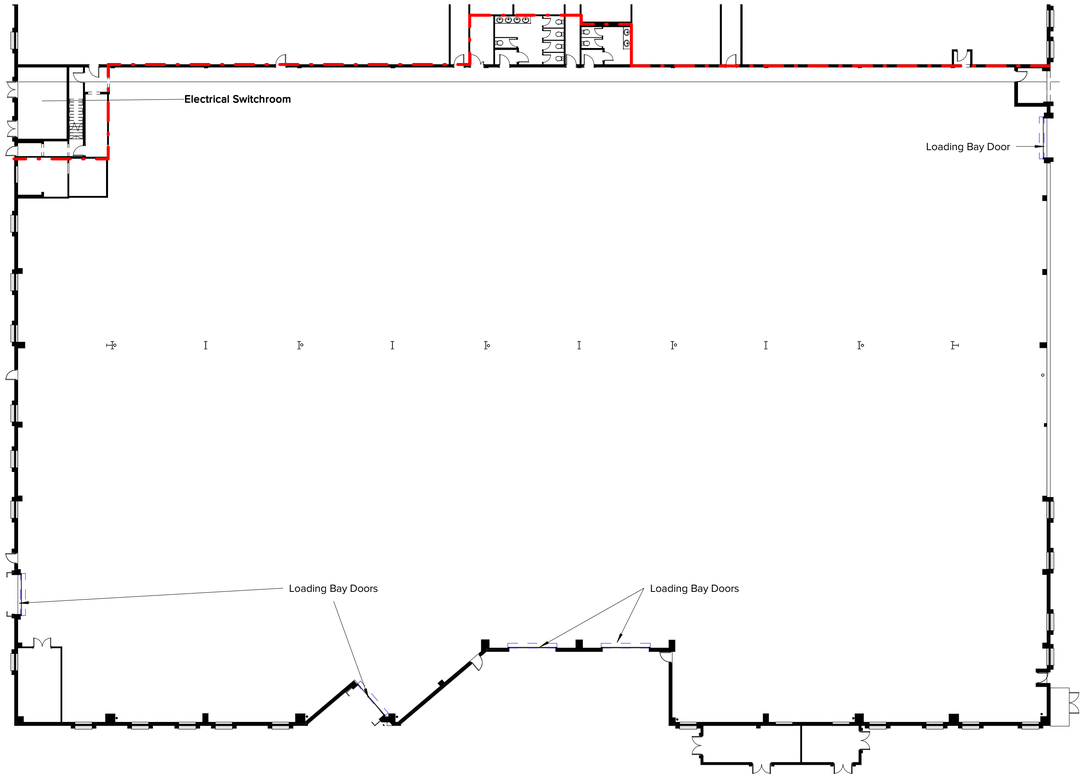
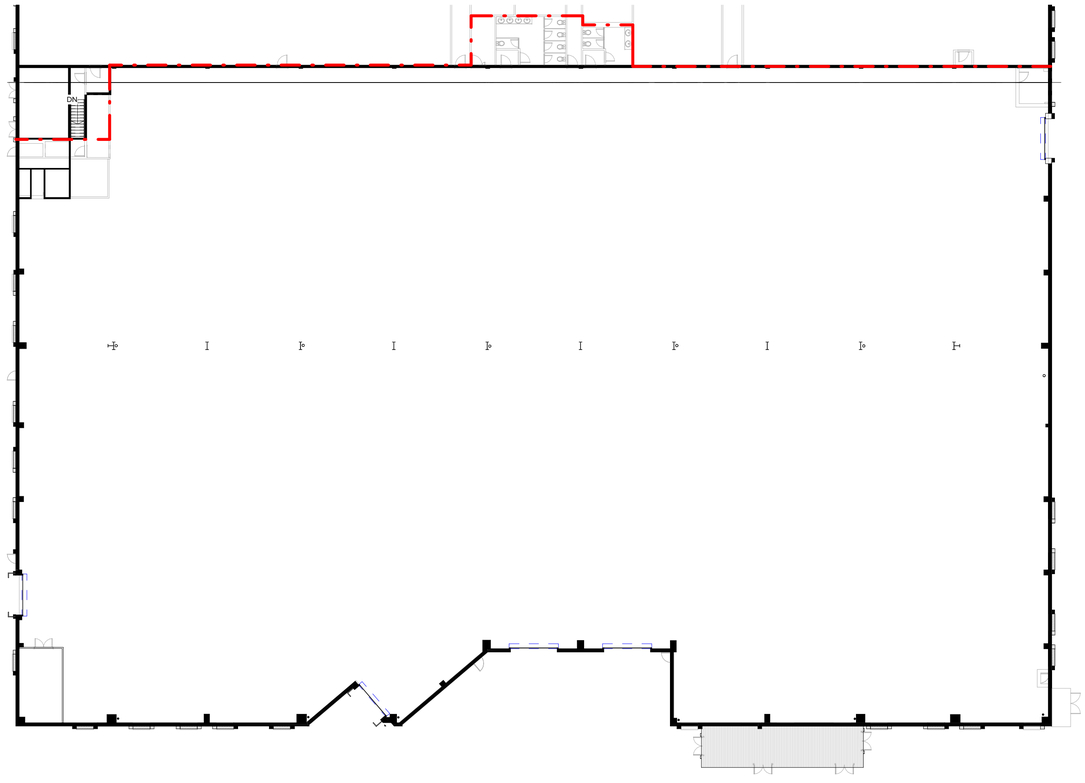
DRAWING NUMBER	REV
2019-TDS-XX-GF-DR-A-1010	



1. Existing Ground Floor
SCALE - 1 : 250



2. Existing Level 1
SCALE - 1 : 250

0m 5m 10m 15m 20m 25m

VISUAL SCALE 1:250 @ A1

N

REV.	DESCRIPTION	BY	CHK	DATE

PURPOSE OF ISSUE
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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE
Existing Floor Plans

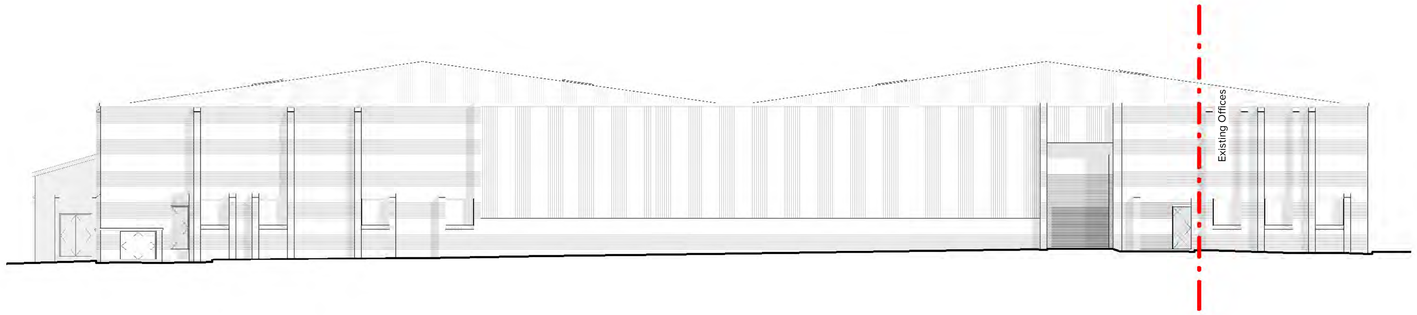
CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	04/06/21

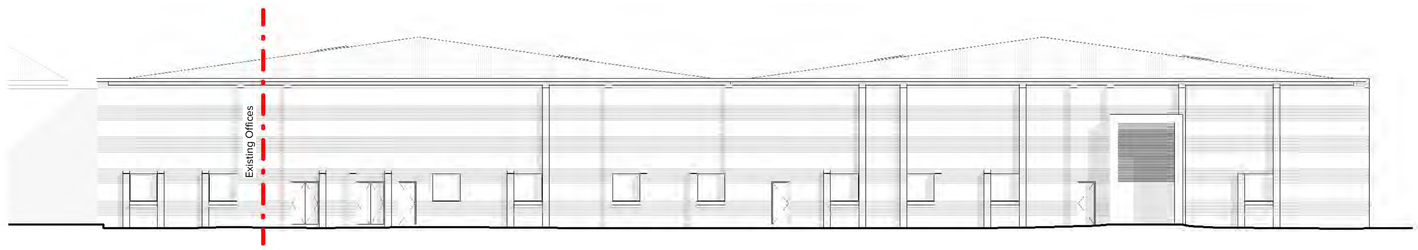
SCALE (@ A1)	PROJECT NUMBER
1 : 250	2019

DRAWING NUMBER	REV
2019-TDS-XX-ZZ-DR-A-1001	

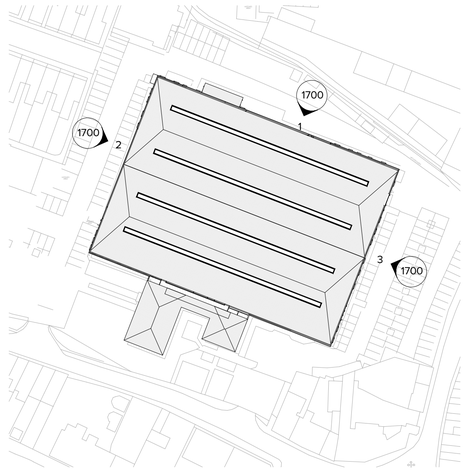
1. Elevation 1 - Existing
SCALE - 1 : 150



2. Elevation 2 - Existing
SCALE - 1 : 150



3. Elevation 3 - Proposed Copy 1
SCALE - 1 : 150



4. Site Plan
SCALE - 1 : 1000

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

REV.	DESCRIPTION	BY	CHK	DATE

PURPOSE OF ISSUE
PLANNINGPLANNING

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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE
Existing Elevations

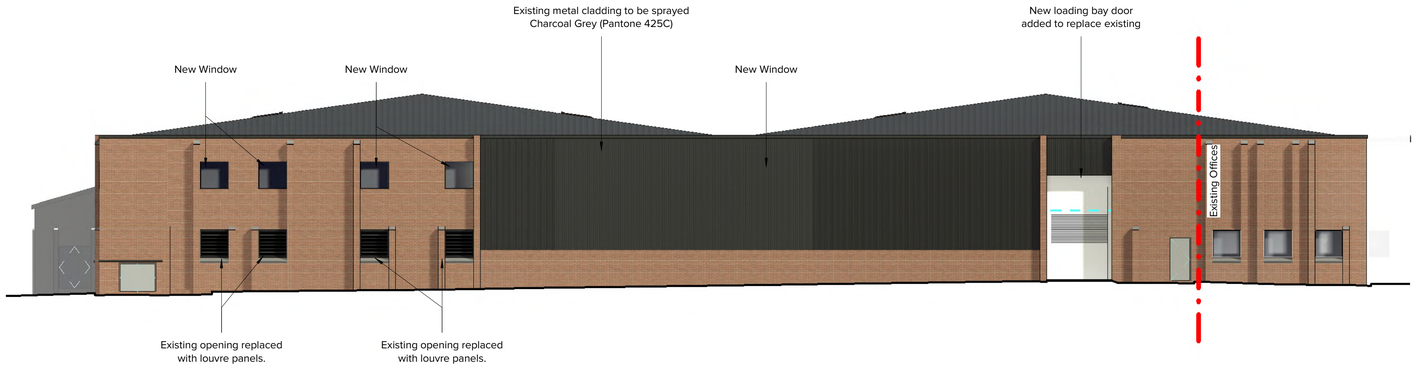
CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	04/06/21

SCALE (@ A1)	PROJECT NUMBER
As indicated	2019

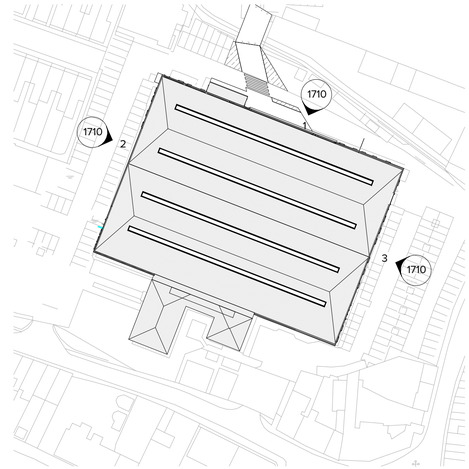
DRAWING NUMBER	REV
2019-TDS-XX-ZZ-DR-A-1700	

1. Elevation - Proposed
SCALE - 1 : 150



2. Elevation 2- Proposed
SCALE - 1 : 150

3. Elevation 3 - Proposed
SCALE - 1 : 150



4. Site Plan
SCALE - 1 : 1000

0m 3m 6m 9m 12m 15m

VISUAL SCALE 1:150 @ A1

REV.	DESCRIPTION	BY	CHK	DATE
	PURPOSE OF ISSUE			

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THE DEVELOPMENT STUDIO

PROJECT
Training Facility
Kingsholm Road, Gloucester GL1 3AX

TITLE
Proposed Elevations

CLIENT
Gloucester Rugby

DRAWN BY	CHECKED BY	DATE
JR	MM	02/06/2021

SCALE (@ A1)	PROJECT NUMBER
As indicated	2019

DRAWING NUMBER	REV
2019-TDS-XX-ZZ-DR-A-1710	

The Approach to the Training Centre

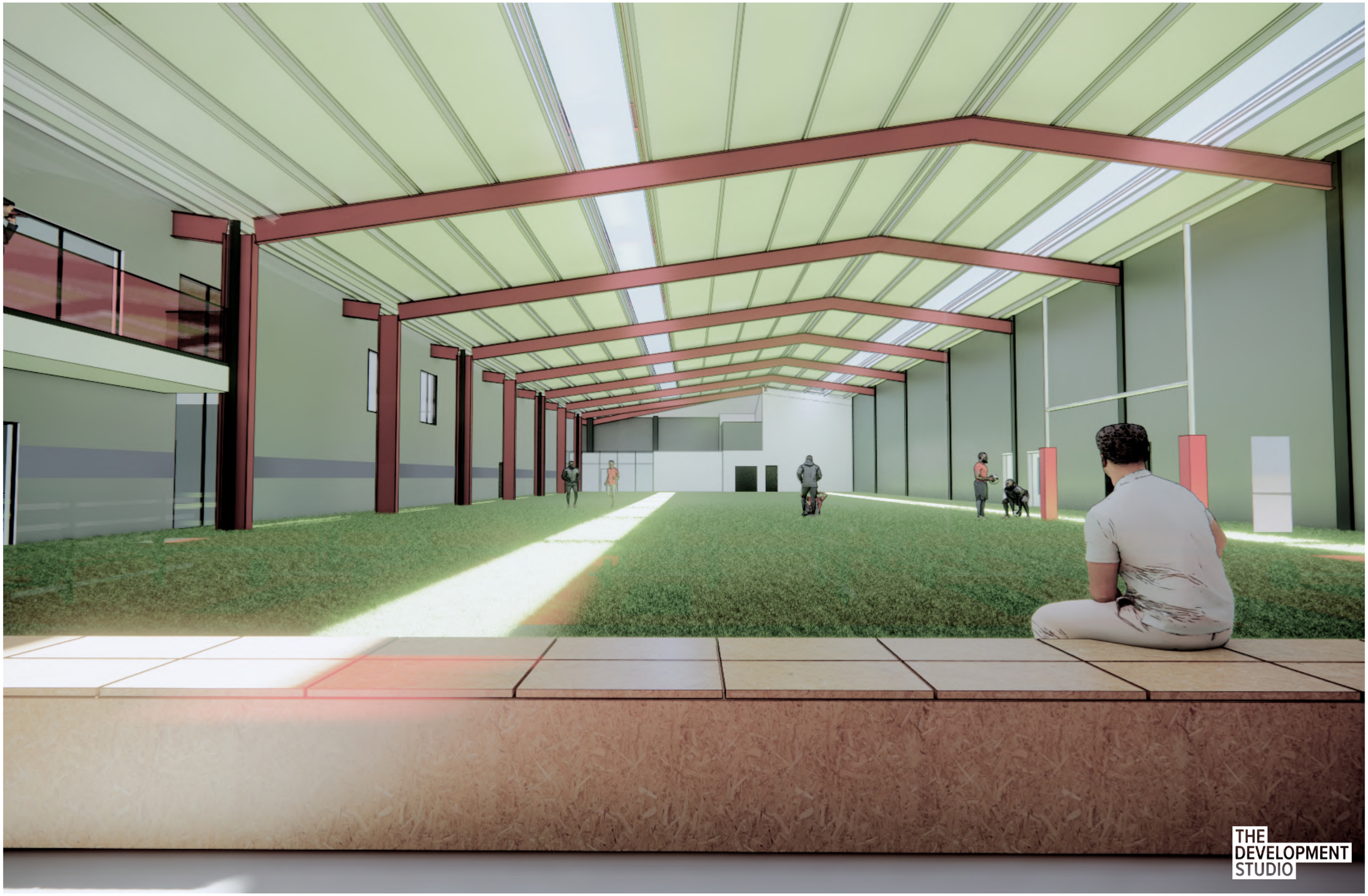
The Performance Gym

The Entrance Space

The Training & Analysis Offices

The Hospitality Venue

The Hospitality Venue



The Training Pitch

KINGSHOLM TRAINING FACILITIES

Gloucester Rugby | Design and Access Statement

JUNE 2021

THE DEVELOPMENT STUDIO

This document has been produced by
The Development Studio
Prepared by: James Reason

James.reason@tds.uk

Project ref: 2019
Gloucester Rugby Training Centre
Kingsholm Business Park, St. Catherine's Street
Gloucester
GL1 2BX

June 2021

Contents

1.0 Introduction

1.1 Project Information

1.11 Introduction

This Design and Access Planning Statement has been prepared by The Development Studio. The Development Studio have been appointed by Gloucester Rugby Club as Lead Consultant and Architect to bring forward a design to deliver a new training facility in the heart of Gloucester.

This project follows a 12 month feasibility process where the clubs requirements have been extensible tested at various locations throughout Gloucester. The result of this study has been the selection of Kingsholm Business Park as the preferred option for the club, a site just south of Gloucester Rugby's home ground at Kingsholm Stadium.

1.12 Purpose of this Report

This report outlines the proposal for the new training facility and hospitality venue for Gloucester Rugby club through the change of use of an existing warehouse within Kingsholm Business Park. This report will cover the external design, internal layout, access strategy and sustainability strategy.

The report will also reference our long term plan of introducing a pedestrian link connection between the two sites of Kingsholm Stadium and Kingsholm Training Facility.

1.13 Project Background

Gloucester Rugby Club's occupation of the Hartpury College training site came to an end of the close of the 2021 season. This left the club with a requirement to obtain new grounds for training before the start of the following season.

After an extensive 12 month feasibility programme, undertaken by The Development Studio, the site of Kingsholm Business Park was selected as the preferred option; from aspects of practicality and economic achievability (see 3.11 for further information).

The current site is a 4500sqm warehouse (B8) in Kingsholm Business Park, located to the south of Kingsholm Stadium; Gloucester Rugby's home ground.

The proposal will see this space changed from Storage B8 to Indoor Sports Facilities – E(d).

The ambition of Gloucester Rugby Club is to deliver a modern, state of the art training facility suitable for maintaining and enhancing the clubs capabilities. The new facility will incorporate treatment and recovery areas, training and analysis suites, an indoor synthetic 3G pitch and large performance gym alongside offices to support the commercial aspect of Gloucester Rugby. It is the vision of Gloucester Rugby Club to transform this unused warehouse space into an exciting and modern facility to compliment their current establishments at Kingsholm Stadium.

By reusing an existing building the overall environmental impact in terms of carbon will be far less than any proposal that follows an entirely new build option. The reuse of this warehouse also provides the opportunity to take an industrial warehouse space and create an exciting and active training scene, with a vibrant hospitality venue allowing fans and visitors to inhabit a previously unoccupied area of central Gloucester.

1.14 Design Team

The core design team appointed by Gloucester Rugby Club comprises of the following;

- Architect & Lead Consultant: The Development Studio
- Structural Engineer: Hydrock
- Mechanical & Electrical Consultant: Jones King
- Quantity Surveyor & Project Managers: Ward Williams Associates
- Fire Engineer: Hydrock
- Acoustic Consultant: PDA Acoustic Consultants
- Traffic Consultant: Key Transport Consultants
- Flood Risk Assessment: Hydrock

Support information has also been provided by the following;

- Site Survey: Ruxton Surveys

Ruxton Surveys have completed an internal and external survey of the warehouse site and the land up to and including 'The Tump' west of Kingsholm Stadium. (see the Site Survey drawings attached to this application for more information).

1.15 Stakeholder Engagement

Stake holder consultation has been initiated with lead members of the coaching, performance and medical staff members. This has taken place during site visits to the warehouse, detailed consultation meetings and communications via the dedicated Teams channel created to share information and collate feedback. Floor plans have been developed to date with the core stakeholder to ensure the flow between spaces within the training centre for players and staff reflects the preferred daily management structure.

Informal discussions have also taken place with Gloucester City Council throughout the 12 month feasibility selection process. This includes discussion regarding this change of use proposal.

1.2 Proposal Introduction

The new training facilities will form part of Gloucester Rugby's ongoing commitment to the Kingsholm site, and bring with it an exciting future of progress and development for the team.

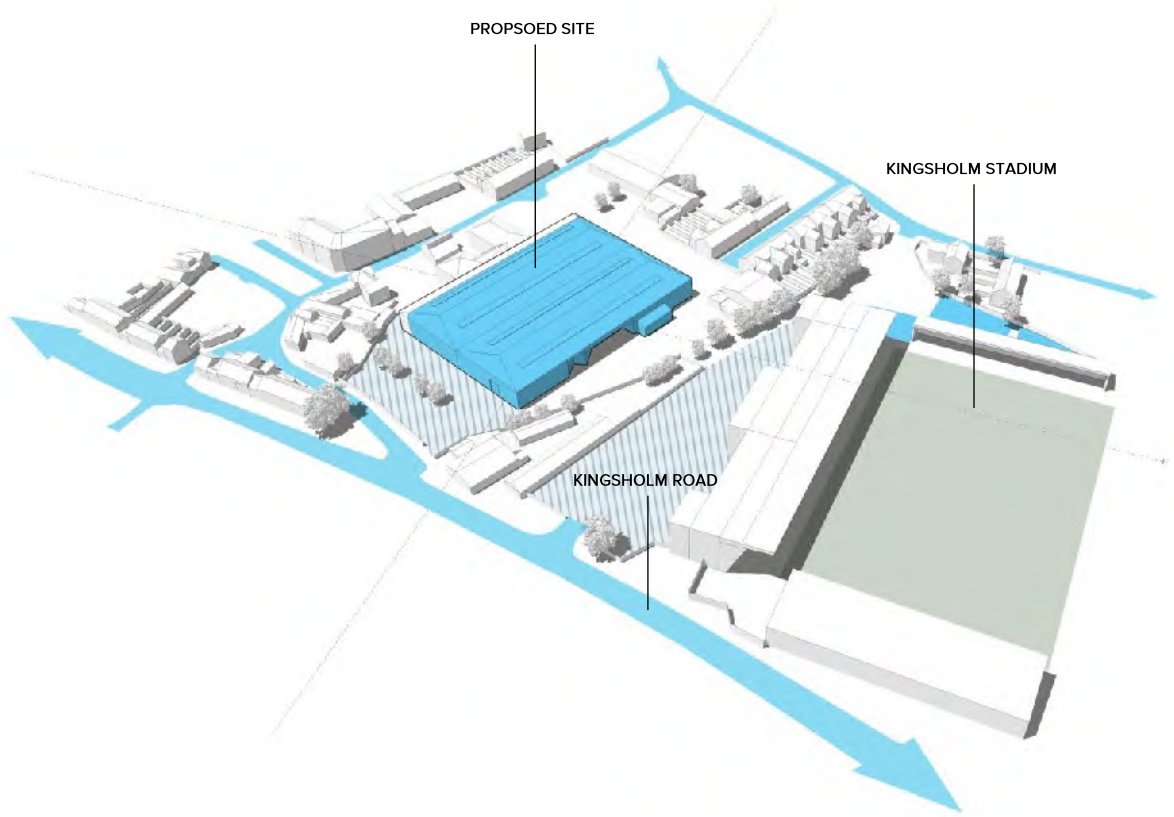
The high quality training spaces will include a number of key areas to facilitate training. A 1465sqm indoor 3G training pitch will form a significant area of the warehouse, with state of the art networked IP cameras to enable the team to perform "Do-and-Review" training exercises. A 480sqm Performance Gym compliments the indoor pitch providing an array of specialised gym equipment and spaces from running tracks to heavy duty power racks.

Onsite training and analysis offices will be networked to the Gloucester Rugby IT infrastructure allowing maximum cohesion between the players on the pitch and the training staff analysing their performance.

Treatment bays and recovery spaces will allow Gloucester Rugby to provide the best physical care, whilst personal analysis, breakout spaces and reflection areas will allow players to prepare mentally. Wet recovery spaces will also provide cyro baths and saunas to aid in rapid recovery between training sessions.

In addition to the training spaces a 900sqm Hospitality Suite will allow Gloucester Rugby to extend its match day capacity and support for its fans. This vibrant industrial style space will provide a pre and post match space for fans to socialise with bar facilities and light catering.

It is our long term intention to further link the two sites by creating a pedestrian link between Kingsholm Stadium and the training facilities, with continuous landscaping and street furniture to create a larger interconnected Gloucester Rugby Campus.



Site overview

1.3 Site Introduction

1.31 Site Location

The site is a 4500sqm warehouse, situated half a mile north of Gloucester town centre along Kingsholm Road (A430). The warehouse was formerly used by ArjoHuntleigh (Medical & healthcare equipment) as distribution storage.

The southern end of the warehouse contains office space, currently unoccupied, and accessed via St. Catherine's Street to the south. St. Catherine's Street is also the primary vehicular access for our site, with secondary access from Kingsholm Road (A430) – see site plan on the following plan for more information.

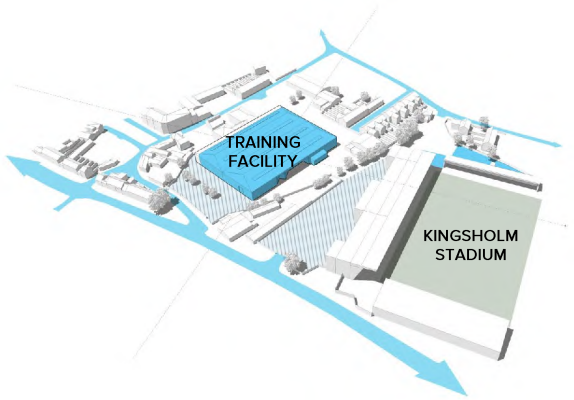
Kingsholm Stadium, Gloucester Rugby's home ground, sits to the immediate north of the site (see diagram right). The primary entrance gate to Kingsholm Stadium and the car parking is located to the southern edge of the stadium site and therefore sits in close proximity to the warehouse site along its northern periphery.

There is, however, a divide between the warehouse site and Kingsholm Stadium. The River Twyver (Dockham Ditch) runs across the northern periphery of the site. It lies approximately 0.5m below the site level for the warehouse.

Naturally, due to the sites proximity to Kingsholm stadium and Gloucester town centre, the area is well served by public transport, including Gloucester Train Station which is under half a mile away to the south.

1.32 Kingsholm Stadium History

Importantly, Kingsholm Stadium, Gloucester Rugby's home ground, is positioned directly north of the warehouse site. It is primarily used as a rugby union venue hosting both national and international events. The stadium also sees occasional use as a concert venue and is an important part of the fabric of the City of Gloucester. Rugby has been played on the Kingsholm site in various forms since 1873, with the formal purchase and opening of Kingsholm in 1891 marking the official start of Gloucester Rugby's extensive history at Kingsholm. The proposal of the Kingsholm Training Facilities adds to Gloucester Rugby's continuing commitment to the Kingsholm site.



Site Diagrammatic Overview

Site Location Images. KS: Kingsholm Stadium. KTF: Kingsholm Training Facilities

1.3 Site Introduction

1.33 Site Context Plan

The site context plan shows the location of the proposed site, with key locations within the immediate area marked. Areas marked on the site context map are as follows;

A. **Proposed Warehouse Site; Kingsholm Training Facilities & Hospitality**

B. Kingsholm Stadium Car Park

C. Existing Offices (southern end of warehouse)

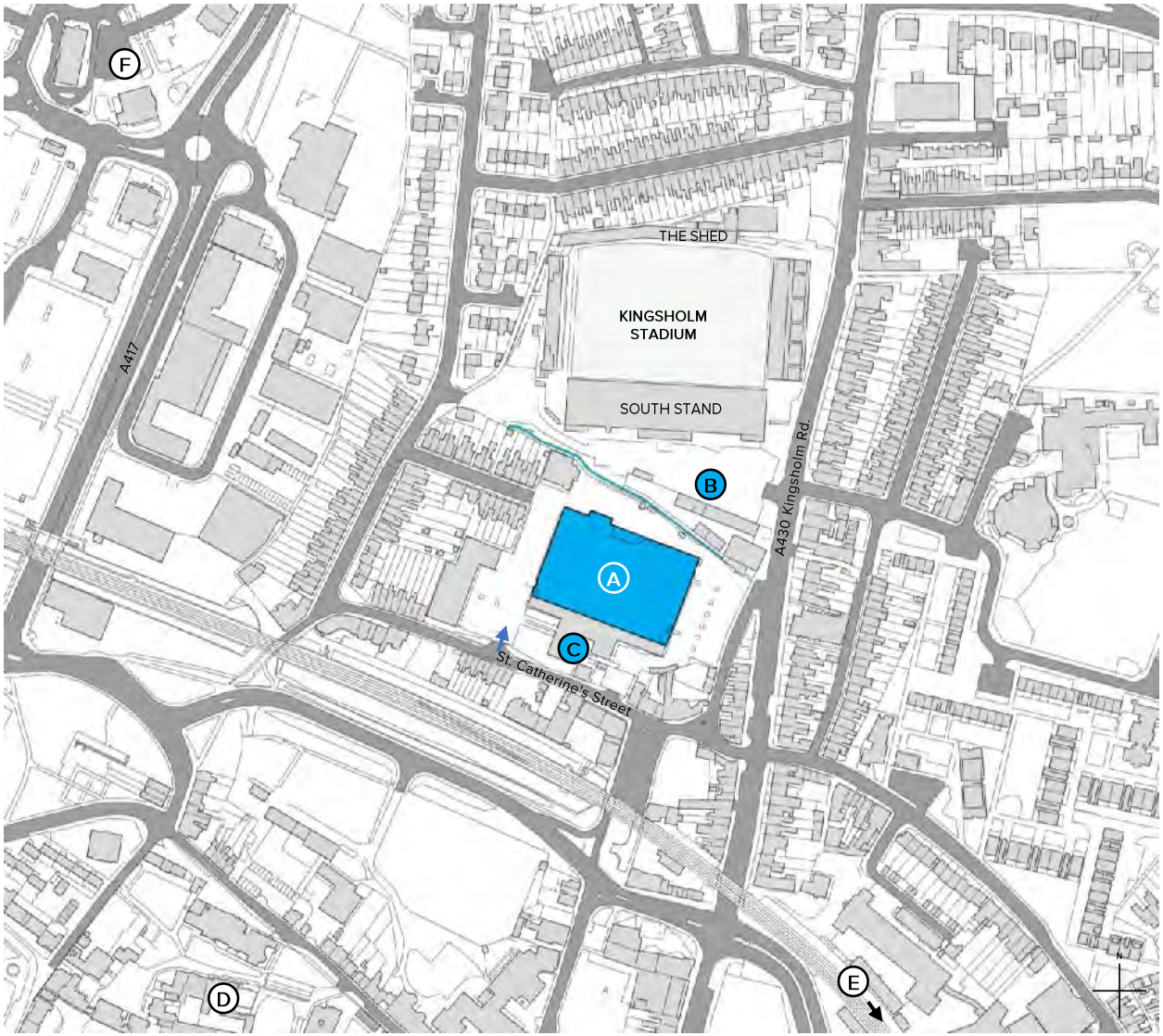
D. Gloucester Cathedral Grounds

E. Gloucester Train Station

F. St. Oswald's Retail Park

St. Catherine's Street is the main access road to the site (marked by arrow) with a vehicular route and parking wrapping around the warehouse to its eastern side. The A430 Kingsholm Road borders the site to the east, providing vehicle access to the existing Kingsholm Carpark, as well as providing secondary access (emergency/access only) to the training facility site.

A number of buildings and their associated land lie between the Training Facility site and Kingsholm Stadium. These are all accessed via A430 Kingsholm Road and our proposal will therefore have no impact on their access and movement.



Site Context Plan

2.0 SITE ANALYSIS

2.0 Site Analysis

2.1 Site Location Analysis

2.11 Site Context Analysis

The proximity of Kingsholm Stadium to the proposed site provides opportunities to combine Gloucester Rugby's existing facilities with the new proposals. Analysis of the immediate site context and Gloucester Rugby's existing establishments are as follows;

A. Proposed Warehouse Site; Kingsholm Training Facilities

B. Vehicle Access and Carparking around the warehouse.

C. Kingsholm Main Entrance & Hospitality

- Hospitality suites, stadium stand, 1873 suite

D. Kingsholm Stadium Pitch

E. Existing Car park for Kingsholm Stadium (with Bicycle St.)

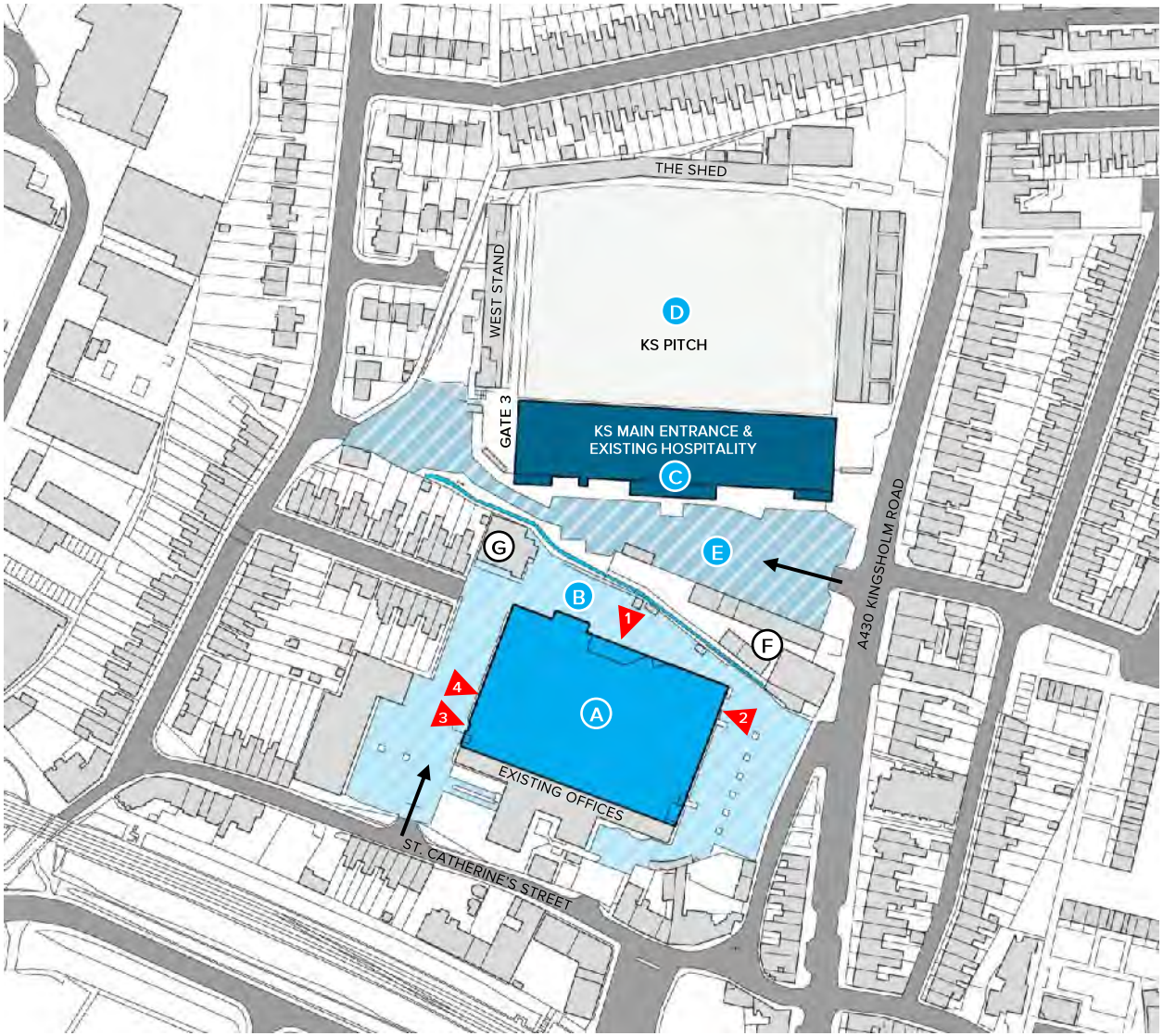
- Accessed from Kingsholm Street

F. 1a Kingsholm Road properties.

- Motorbike garages and trade equipment supplies

G. 'The Training Centre' leasehold property / offices

Access to the proposed Kingsholm Training Facility site will primarily be through the existing doors and loading bays located on the northern façade (see arrow no.1). There is also loading bay access from arrows 2 & 4. Finally there is a 3rd access door and lobby to the south western corner (see arrow no.3). Access to the entire site is currently through St. Catherine's Street to the south, and access from Kingsholm Road is currently locked and used for pre-arranged access only.



Site context analysis; areas and access.

2.0 Site Analysis

2.2 Site Opportunities and Constraints

As part of our site investigation a site opportunities and constraints study was undertaken. This first section covers the opportunities and constraints presented by the immediate site context, followed by an outline investigation into the interior of the warehouse, and other important considerations.

A. Kingsholm Stadium

One of the key advantages of this site is its proximity to Kingsholm Stadium. There is great potential to visually and physically link our proposal with the existing stadium, creating an appearance of a larger rugby 'campus' reinforcing Kingsholm as the home of Gloucester Rugby, alongside the practical opportunities for training with access to the outdoor pitch.

B. River Twyver (Dockham Ditch)

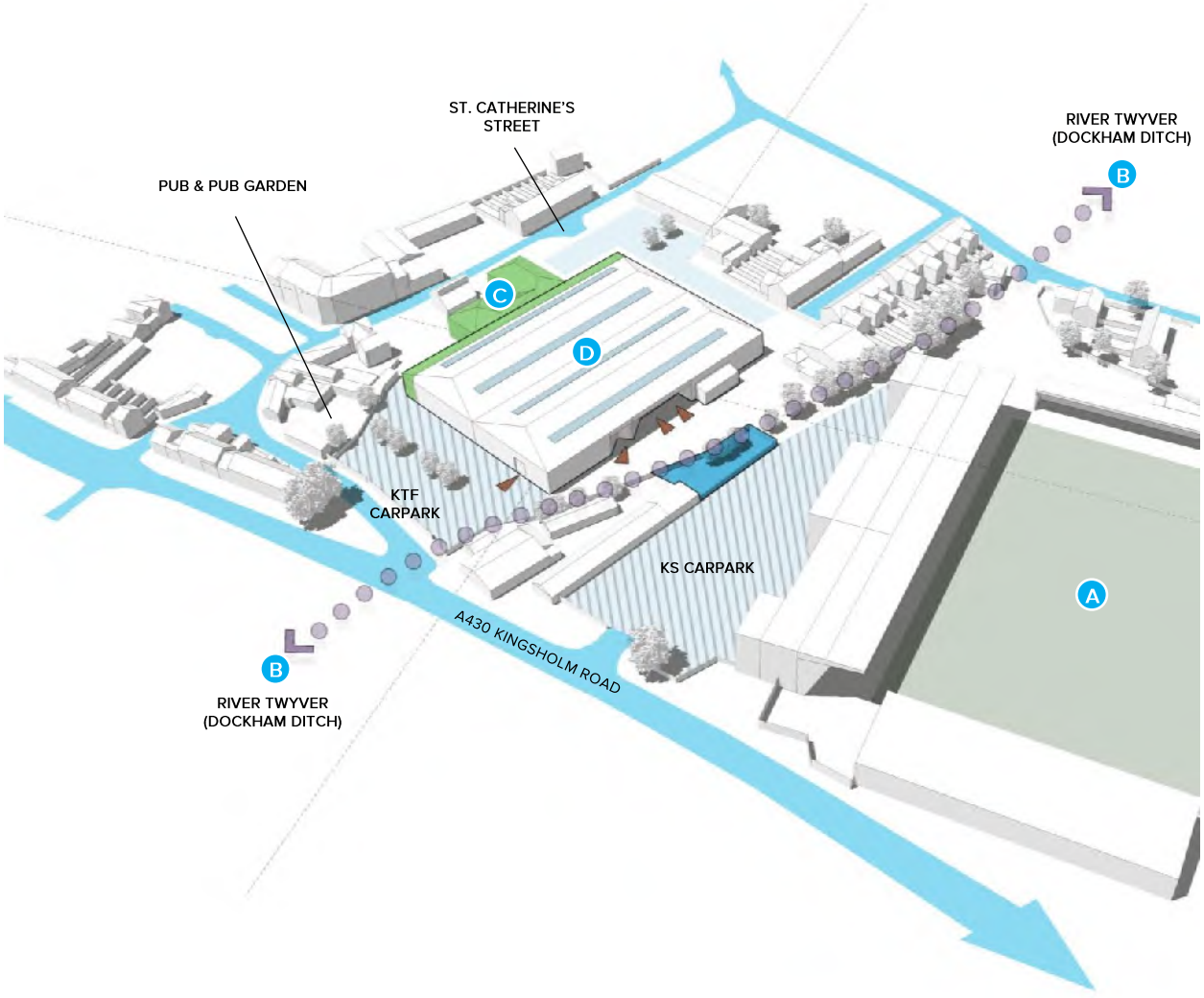
Dockham Ditch provides a constraint in our ability to link the proposed training facility with Kingsholm Stadium. The ditch averages at half a meter deep and flows westerly. Opportunities to provide a linkway and coherent landscaping and signage will reinforce the link between the two sites.

C. Existing Offices

The south aspect of the warehouse is occupied by offices adjoining onto a separate office structure. The design must be considerate to any existing services for the offices, and be mindful in providing acoustic comfort to the spaces.

D. Existing Skylights

The warehouse benefits from 4 main skylights running along the length of the building. These provide opportunity to get natural light into the heart of the building. The façade currently lacks useable windows and openings so these will benefit the internal spaces significantly.



Site Opportunities and Constraint Diagram

2.2 Site Opportunities and Constraints

2.21 Existing Trees

A number of established trees lie along the northern periphery of the site. Current Tree Protection Orders are noted and the current proposal has no likely impact on the existing trees.

2.22 Internal Structure

The industrial structure of the warehouse provides a continuous open span which is ideal for the indoor training pitch and performance areas required for the facility. The offices spaces and training areas have been designed to accommodate for the existing column positions.

2.23 Approach / loading bay doors

The main access to the warehouse is situated around 3 large roller loading bay doors. These align with the entrance located opposite at Kingsholm Stadium. Their size and position create a great opportunity for a impactful and impressive approach façade. The proposal aims to replace the existing loading bays with fully glazed element to create an attractive and high-tech façade that provides an obvious frontage for the design.

2.24 Vehicle Access / Traffic

Primary access is from St. Catherine's street, through carparking that serves the existing offices. Our proposal must be sympathetic to the existing vehicle movement. Secondary access onto Kingsholm Road (see drawing right) will provide emergency access, but the location is unsuitable as a primary entrance point. Further information is detailed in the Transport Statement attached to this application.

2.25 Parking & Movement

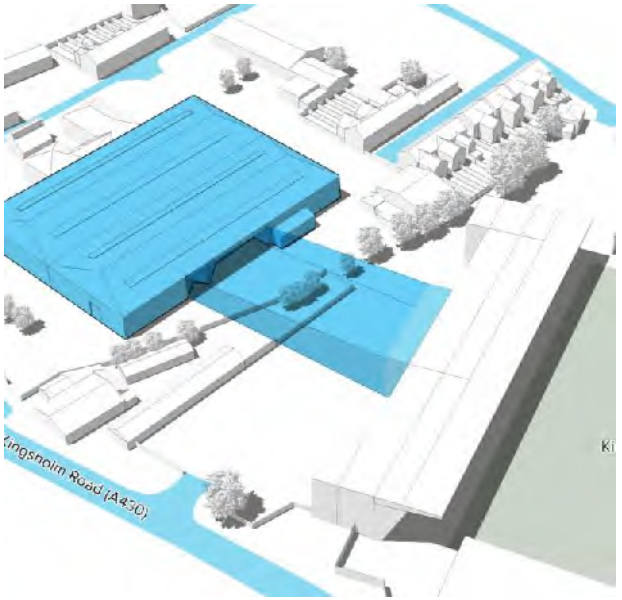
The site has areas allocated for parking, with the Kingsholm Stadium carpark to be used for overflow parking on events/hospitality days (subject to prior arrangement).

2.26 A Centralised High Quality Training Facility

Gloucester Rugby have identified the need for a 'state-of-the-art' training facility, to provide the team with the best possible training, analysis and resources. This proposal will allow high quality training and analysis spaces to be provided for Gloucester Rugby in one centralised location.

The warehouse also provides ample internal space to provide an indoor training pitch and performance gym area. The ability to locate all these elements on a single site has a huge potential and would allow dialogue between the players, first team and senior training staff, and commercial team to occur with ease. The ability for training staff to run through scenarios virtually and then run the same scenarios physically all within the same site provides a boost in capability and efficiency.

Current Parking and access provisions



Existing entrances at Kingsholm Stadium and KTF alignment

2.27 Exterior Entrance Opportunity

The entrances for the warehouse site and Kingsholm Stadium naturally align and form a visual corridor between one another. Unfortunately a direct connection is blocked by land sandwiched between the two sites, but there is still opportunities for visual links between both entrances to aid navigation between the sites. Logo's and Branding will form a large part of this.

2.28 Branding and Public Image

The warehouse provides opportunity to expand Gloucester Rugby's branding and public image. A high quality training facility with clear branding and Gloucester Rugby's design style will reinforce the clubs position within Kingsholm and provide a professional experience for visitors and training staff alike.

2.3 Photographs

2.31 Internal Opportunities

The current warehouse has a good volume of space and large uninterrupted spans, perfect for the indoor training pitch and performance gym required.

Furthermore the 3 large loading bays to the northern aspect of the site (see photographs 1,2 and 5) would provide the ideal space for the new entrance and approach to the training facility, both in the scale of the opening they provide and the proximity to Kingsholm Stadium.

Site Photographs orientation

Site Photographs: External conditions

Site Photographs: Internal Space of the warehouse

3.0 DESIGN BRIEF

3.0 Design Process

3.1 Initial Design Layout

3.11 Site Selection

The current warehouse site at Kingsholm Business Park was selected as the most feasible option to be developed. It provided the most economically viable and practical option for Gloucester Rugby. Its close proximity to Kingsholm Stadium is a considerable advantage of this site over others considered. Furthermore the potential to reuse and transform an unused area of land so close to the stadium reinforces Gloucester Rugby's commitment to the Kingsholm site.

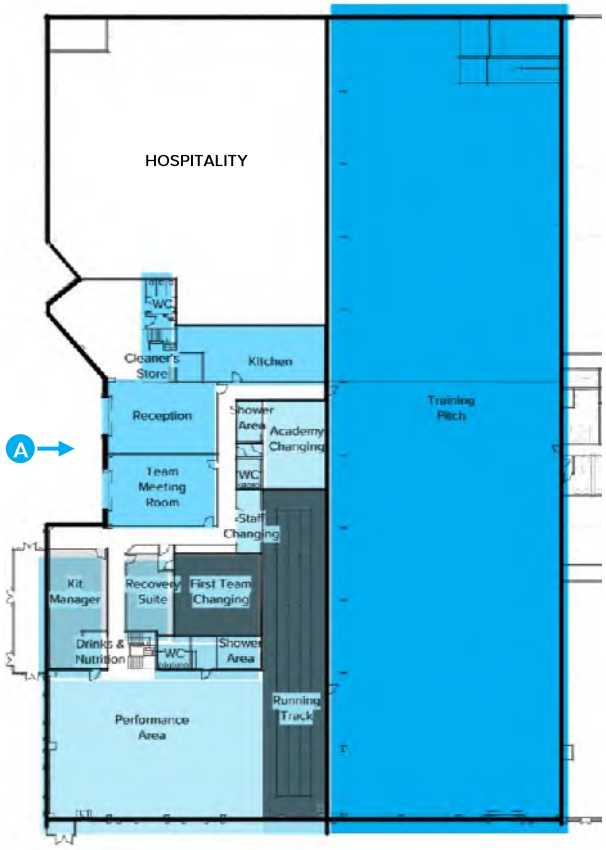
Aside from the sustainability benefits of reusing an existing building, the speed at which the training facility can be operational will be reduced, allowing Gloucester to occupy the site as soon as possible and resume training.

The ability to link directly into Gloucester Rugby's existing IT infrastructure at Kingsholm is also a considerable bonus.

3.12 Initial Concept Layout

The result of ongoing communications and an extensive feasibility and a Stage 2 report allowed The Development Studio to design an initial concept layout with added accuracy and detail. Direct communication with the end users of training areas have allowed further refinement of our 'live brief' allowing the design to better reflect the end use and requirements from Gloucester Rugby.

The layout to the right shows the initial concept layout and how Gloucester Rugby's spatial requirements were similar to the spaces provided by the warehouse site. This further reinforced this site as the appropriate location to house the new training facility, allowing the full utilisation of the space available without an unnecessary oversizing of spaces to suit the area.



Initial Feasibility Layout

Site Location

3.2 Design Brief

3.21 Design Brief Introduction

The design brief for this project was continuously updated and curated as more information and input was provided from various members of the Gloucester Rugby team. It has allowed us to design spaces better suited for their end users and operation, and design out waste and potentially unused areas. This has been critical in providing Gloucester Rugby with a proposal that they are satisfised will meet their high level of training and expectations. A brief overview and description of the key areas excluding the hospitality suite are as follows;

3.22 Performance Gym

This space will provide a modern, practical and professional gym space for both the First Team and the Senior Academy players. Gloucester Rugby have engaged with Somerset based Sportesse, who have provided a design that includes a running track, high performance equipment, kit storage, rubberised flooring and a drinks & nutrition room to cater for the players specialised intake plans.

3.23 Changing Area & Wet Recovery

A 50 place changing area with dedicated booths has been designed for the first team. Dedicated wash facilities, toilets and wet recovery areas sit alongside to provide post-training care. A senior academy changing area provides 25 spaces with attached wash facilities and access to the wet recovery room. Accessible changing is also provided. The Wet Recovery will included heated baths, cryo/ice baths and a Sauna unit to aid in recovery.

3.24 Rehab Room

Sportesse have also provided a design and equipment for the Rehab Room, with an array of specialised equipment as per Gloucester Rugby's requirements.

3.25 Medical & Treatment

This area will provide 8 beds with 2 separate consultation rooms. This space will work alongside the Rehab Room to provide post-training care.

3.26 Analysis Offices

The performance analysis offices will include several different specialised spaces ranging from large scale team analysis to individual player reflection areas. The spaces will all be networked to Gloucester Rugby's existing IT infrastructure, including the proposed networked cameras in the Gym and Training Pitch spaces. This will provide a high-level of interoperability and data sharing allowing the team to work at a higher level of efficiency and ability.

3.27 Kit Management

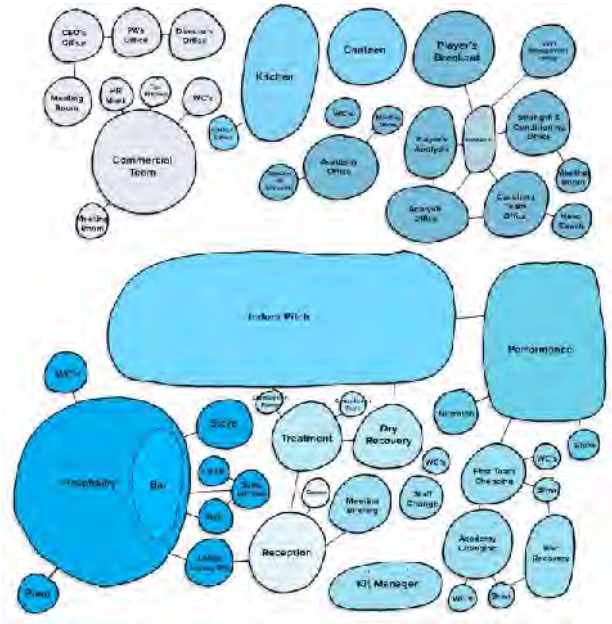
On site kit management will allow Gloucester Rugby to easily manage, repair and wash kit and equipment in use both at the training facility and Kingsholm Stadium.

3.28 Commercial Team Offices

The commercial team have provided detailed staffing arrangements to allow the design to accurately reflect their current working requirement. The new centralised commercial office space allows the team to further support and drive the clubs commercial needs with greater efficiency.

3.29 Training Pitch

The indoor training pitch will be a 3G surface with markings depicting a touchline and markers at 5m and 15m's to create a useable mock-up of a rugby pitch. The structure of the warehouse provides uninterrupted spaces for the training pitch.



Indicative Adjacency Diagram

4.0 PROPOSED SCHEME

4.0 Proposed Scheme

4.1 Design Introduction

4.11 The Proposal: Training Facilities

The design proposal provides Gloucester Rugby with a high quality and state-of-the-art training facility, which will allow them to provide improved training sessions, whilst setting them up for future improvements and adaptability in the way they learn, train and analyse.

The design style and layout makes use of the open spaces afforded by the warehouse, by positioning the training pitch lengthways. The layout of the office areas is semi open plan with the corridor and circulation spaces open to the warehouse environment, whilst most offices sit within self contained boxes.

The key areas are labelled to the right, with the commercial team positioned above the back-of-house services attached to the hospitality venue.

This proposal also gives Gloucester Rugby added capacity to support and incorporate the training requirements for the women's team,

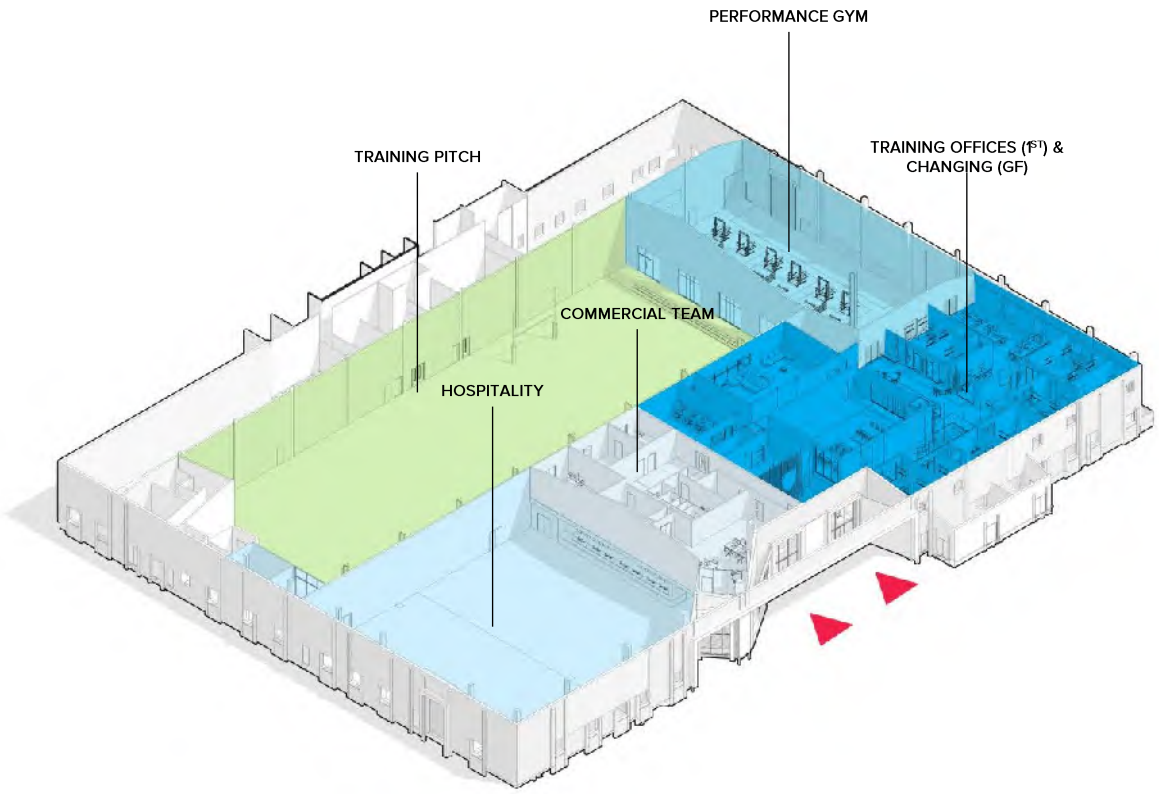
4.12 The Proposal: Hospitality

The Hospitality Venue will provide a vibrant and social space provided with drinks and light catering, for fans to gather before and after matches. A variety of loose furniture arrangements will help to create different style and zones within the open space, to create a bar type atmosphere within this industrial setting.

Light catering can be provided by the inbuilt back of house facilities or by a series of rentable food stall containers located within the venue space.

A large display screen and demountable stage add further possibilities for the venues use such as away-game or other important sporting event screenings. Design layouts of auditorium and formal banqueting events were also drawn, with storage for this extra furniture provided if Gloucester Rugby do require this.

The capacity of the space is 550+ persons with WC facilities to accommodate this.



Proposal Layout Axonometric

Ground Floor Layout

4.2 Proposal Floor Plans

First Floor Layout

Project Title Gloucester Rugby Training Centre - St Catherine Warehouse
Project Ref 2019
Report Title Accommodation Schedule Comparison
Date 11-Jun-21

THE DEVELOPMENT STUDIO

Rm Number	Room Name	Quantity	Floor Level	Area (m²)
1	Academy Changing	3	GF	57
2	Accessible Changing	1	GF	6
3	Bar	1	GF	47
4	Briefing Room	1	GF	74
5	Cellar	1	GF	17
6	Circulation	1	GF	22
7	Cleaner's Store	1	GF	9
8	Cloak St.	1	GF	8
9	Consultation Room	2	GF	31
10	Dis. WC	2	GF	7
11	Drinks & Nutrition	1	GF	14
12	First Team Changing	3	GF	121
13	Hospitality Suite	1	GF	907
14	Kit Manager	3	GF	73
15	Kitchen	1	GF	34
16	Lobby/Cloak	1	GF	48
17	Performance Area	1	GF	484
18	Plant	3	GF	49
19	Reception	1	GF	54
20	Rehab	1	GF	53
21	St.	5	GF	124
22	Staff Changing	1	GF	13
23	Staff WC	1	GF	17
24	Staff Welfare	1	GF	8
25	Training Pitch	1	GF	1465
26	Treatment Room	1	GF	72
27	WC	4	GF	28
28	Wet Recovery	1	GF	36

Project Title Gloucester Rugby Training Centre - St Catherine Warehouse
Project Ref 2019
Report Title Accommodation Schedule Comparison
Date 11-Jun-21

THE DEVELOPMENT STUDIO

Rm Number	Room Name	Quantity	Floor Level	Area (m²)
29	Academy Office	1	Level-01	28
30	Analysis Office	1	Level-01	28
31	Breakout	1	Level-01	28
32	Canteen	1	Level-01	114
33	CEO Office	1	Level-01	26
34	Coaching Team Office	1	Level-01	35
35	Commerial Team	1	Level-01	103
36	Comms	1	Level-01	3
37	Director of Academy	1	Level-01	11
38	Director's Office	1	Level-01	38
39	Dis. WC	2	Level-01	7
40	Head Coach Office	1	Level-01	17
41	Kitchen	1	Level-01	35
42	Kitchen Office	1	Level-01	6
43	Medical Office / Strength & Conditioning	1	Level-01	101
44	Meeting Room	4	Level-01	84
45	PA Office	1	Level-01	20
46	Plant	1	Level-01	19
46	Player's Analysis	1	Level-01	39
46	Player's Breakout	1	Level-01	89
46	SL	7	Level-01	25
46	Tea Point	1	Level-01	6
46	Team Management Office	1	Level-01	28
46	WC	2	Level-01	42

	Gross Internal Area, exc. Pitch/Gym & Hosp.			1954
	Gross Internal Area, exc. Pitch/Gym			2861
	Gross Internal Area, Total			**4810**

4.4 External Design

4.41 Approach Landscaping

The exterior design and concept visual is shown on the following pages. The approach and landscaping has been designed to be relatively minimal, whilst providing a comfortable and obvious route between Kingsholm Stadium and the new site. A mixture of painted surfaces and planting helps to create a more pedestrianised urban feel to the approach, and allows more opportunities to help tie the two sites together as a larger “Gloucester Rugby Campus”.

A. Small trees to frame and identify the approach area, as well as signifying a more pedestrian feel to area. Tree planting/basing tbc.

B. Wildflower/grass arrangements surrounding pathway.

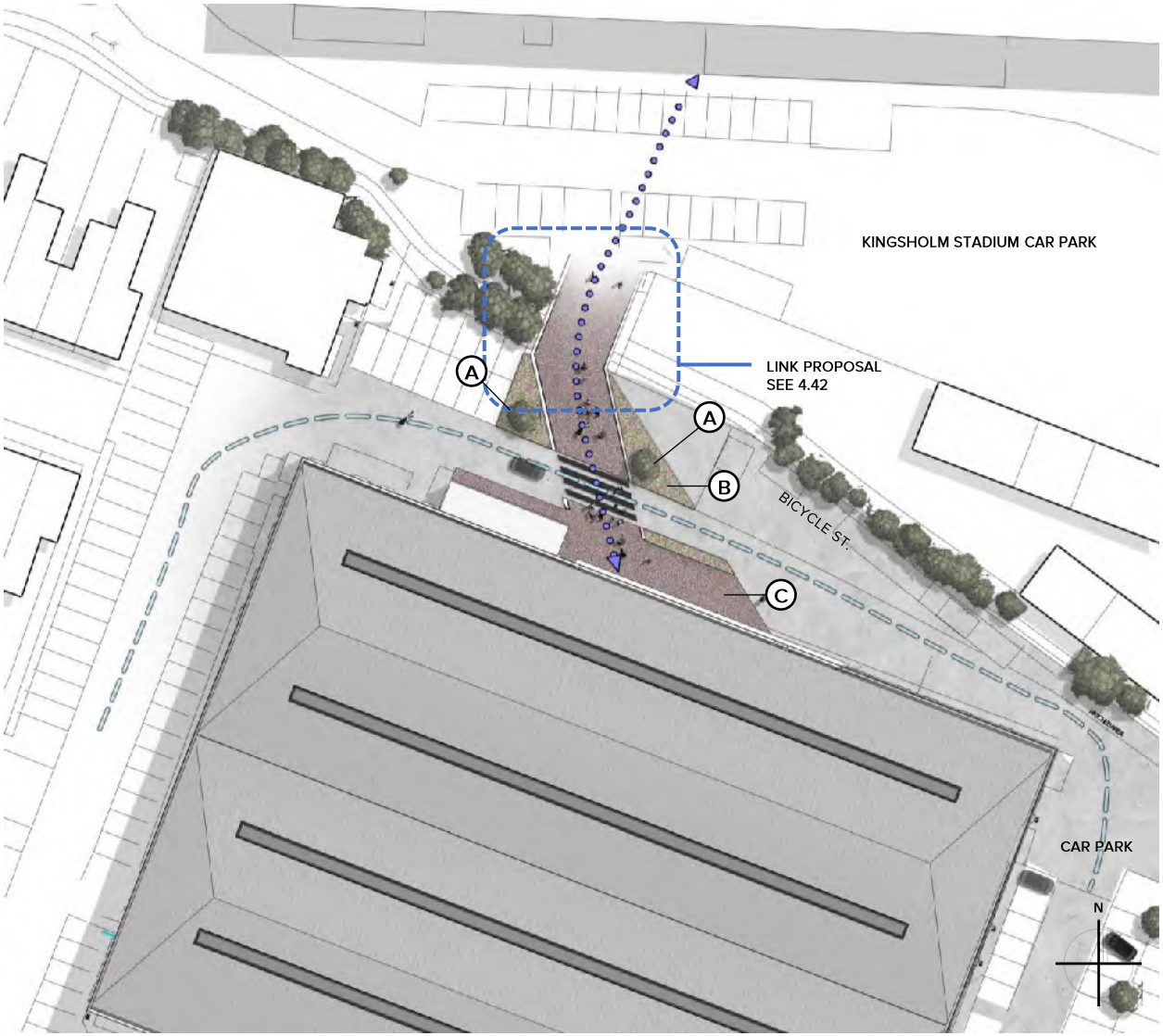
C. Painted surface (faded red/cherry red). The approach surface will provide clear routing between the two sites and provide a safe area for pedestrians moving across vehicle routes/parking areas.

4.42 Pedestrian Link (SEPEATE PLANNING APPLICATION)

NOTE: The Pedestrian Link does NOT form part of this application but is part of the proposals long term intention.

Shown in the image to the right is a proposed pedestrian link connecting Kingsholm Training Facilities and Kingsholm Stadium. The pedestrian link proposal does not form part of this application but has been included to show the future movement/connection strategy planned between the two sites.

Pedestrian routes from the Stadium to the training facility will be via Kingsholm Road and St. Catherine’s street, the same route as the vehicular traffic.



Proposed Entrance Site Plan

4.4 External Design

4.43 Entrance Approach Design

The exterior of the training facility has been designed to provide a contemporary and high-quality frontage for the training facility. New glazed elements, cladding and prominent signage aim to create an obvious and attractive entrance for staff, visitors and hospitality guests alike.

To create a contemporary design, in keeping with the high-tech training centre inside, a number of changes have been made to the existing warehouse. These are as follows;

A. Existing lean-to brickwork painted dark grey to match Charcoal Grey elements.

B. Existing Cladding to be sprayed Charcoal Grey. This has two purposes. Firstly to provide a contemporary feel to the design in keeping with Gloucester Rugby's branding colours. Secondly it provides a refresh of the existing cladding which is showing signs of superficial wear.

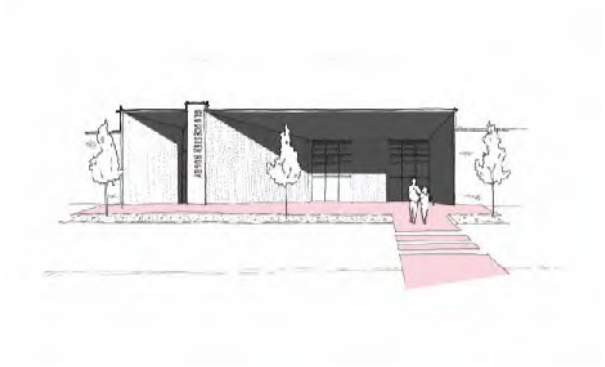
C. New aluminium dark grey cladding to cover the existing brick and provide an attractive new façade element.

D. Gloucester Rugby Signage and illuminated red wrapping element. The Gloucester Rugby sign will be gently lit from a illuminated red strip running around the perimeter of the cladding. The Red illumination will represent the Cherry Red of the teams colours.

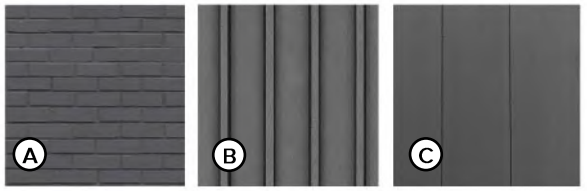
E. White entry wraps. Subtle picture frame metal elements with new glazing form the two new entrances replacing the existing loading bays roller shutters.

In the foreground a mixture of wildflower and low level planting will frame the red route, with strip "runway" lighting either side to demark the edges of the pathway. Two trees will flank the path further framing the approach aspect and softening the landscape.

Concept Visual of Front Approach



Early Concept Sketch for a 'picture frame' wrap approach



Material Palette: Painted Brick (A), Painted Cladding (B), New Cladding (C).

4.5 Elevations

The main alterations to the elevation are located around the main entrance to provide a clear and obvious approach for visitors and hospitality guests.

A. Existing Cladding Painted Charcoal Grey (as per Gloucester Rugby Branding.

B. New Windows to match style & dimensions of existing.

C. Existing Windows replaced with infill panels or louvered panels. Privacy for the ground floor changing areas require this amendment.

D. New secondary access doors (access kit store room and plant areas)

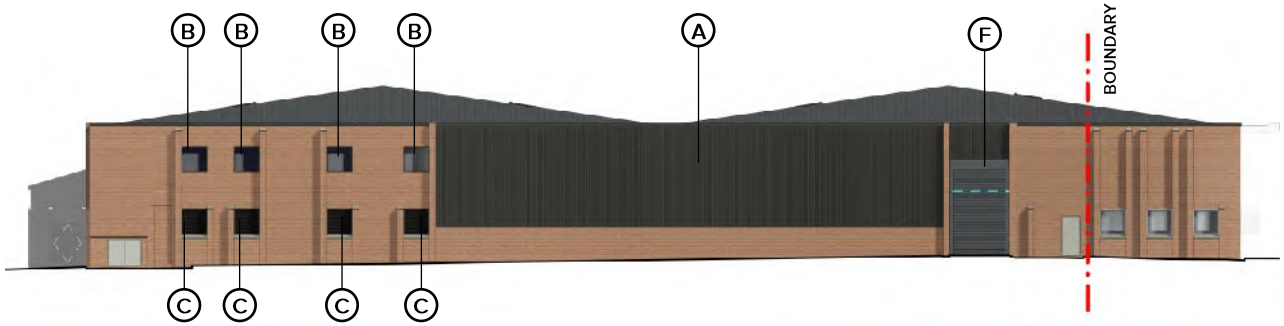
E. New Full Colour Gloucester Rugby lion shield.

F. New Roller door to replace the existing roller door. Dimensions will match existing opening. The door will provide easy loading access and secondary natural ventilation during hot days. Roller shutter to have small translucent panels. Colour to be grey to match cladding.

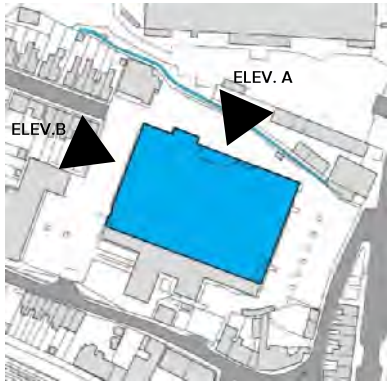
See drawing 1710 attached to this application for further elevation details, and the eastern façade,

Elevation A: Northern "front" elevation

SEE: 4.43 – ENTRANCE APPROACH DESIGN



Elevation B: Western Elevation



4.6 Internal Design

4.61 Internal Design Approach

The internal design approach has been to create circulation and breakout spaces open to the warehouse environment, with offices and meeting rooms requiring more privacy being located within self contained boxes. This will aid in increasing staff interaction, a key design concept Gloucester Rugby was keen to develop.

The materials palette will follow Gloucester Rugby's branding scheme of cherry red, charcoal grey and background grey whilst introducing new playful elements such as the OSB elements and corrugated cladding sections. These raw feeling materials will help to reinforce the industrial style of the design. Exposed services, pendant lights and the existing structural frame will all help contribute to this industrial atmosphere.

The open plan design means the circulation spaces and office spaces benefit from the existing rooflights, creating comfortable naturally lit spaces throughout the warehouse.

Loose café style furniture throughout the design will create a range of informal spots for the staff to utilise, creating potential for impromptu meetings and break spaces; further enhancing the flexibility of the training offices.

The existing structural elements will be retained in their red colour to match Gloucester Rugby's branding and will bring a streak of colour into the space.

Indicative Materials Palette, Ash wood panels, Charcoal Grey, Background Grey. OSB panels to be used in the office areas.

Concept Visual of Reception Lobby: note open air circulation leading to training spaces.

Precedent Example: Industrial style entrance space and stair case.

Concept Visual : Office Breakout & Circulation area

4.6 Internal Design

4.62 Performance Gym

The performance gym will be the area for all routine training and workout that doesn't require the indoor pitch. The design of this space follows Gloucester Rugby's contemporary theme, utilising their dark grey & red colour scheme, with accents of white. There is a mixture of performance equipment designed and supplied by Sportesse as per Gloucester Rugby's specifications.

Individual pigeon holes and pitch side storage units allow players to store kit and personal items whilst training, doubling as a team bench.

Air socks and hanging strip lighting will ensure the gym space is a comfortable space to train, with the existing rooflight providing natural light that runs through both the performance gym and the training pitch. Glazing elements help provide a visual connection between the performance gym and the training pitch and allow secondary light to pass between the two spaces.

The performance gym, and the supporting changing and recovery areas, have been designed with the capacity and flexibility to also support and incorporate much of the Gloucester Rugby women's teams training requirements. The added bonus of the facility being in close proximity to Kingsholm- Stadium further increases this advantage, allowing the team access to the facility at the stadium also

Concept Visual: Performance Gym space & indoor training pitch

4.6 Internal Design

4.63 Indoor Training Pitch

The indoor training pitch will provide a massive internal space for the players to practice elements of the game on a larger team based scale. A 3G pitch will provide an artificial near-grass surface for the players to train on. The same system will be used on the Kingsholm Stadium pitch also, providing players with consistency between training and playing spaces. This is a key part of the training program to reduced the changing of surfaces that would normally occur. This will reduce the prevalence of soft tissue injuries and provide training consistency.

The 3G pitch is more forgiving that other synthetic options and has less maintenance requirements than traditional grass pitches in indoor spaces.

The existing span of the warehouse structure provides good clear uninterrupted widths perfect for use as a training pitch. Furthermore two existing skylights will run along the length of the space providing good natural light, limiting the reliance on artificial flood lighting.

The Indoor training pitch will also include high-tech equipment such as networked IP cameras for Gloucester Rugby to begin “Do and Review” type training with greater speed and efficiency. A large display screen will also be mounted on the wall and networked to Gloucester Rugby’s IT infrastructure. Alongside “Do and Review” this will allow the analysis team to display relevant training and strategic information to help improve the training development. The IP cameras will in turn be linked back to the analysis and training offices within the facility.

Concept Visual: Indoor Training Pitch. Surface system to be identical to Kingsholm Stadium pitch.

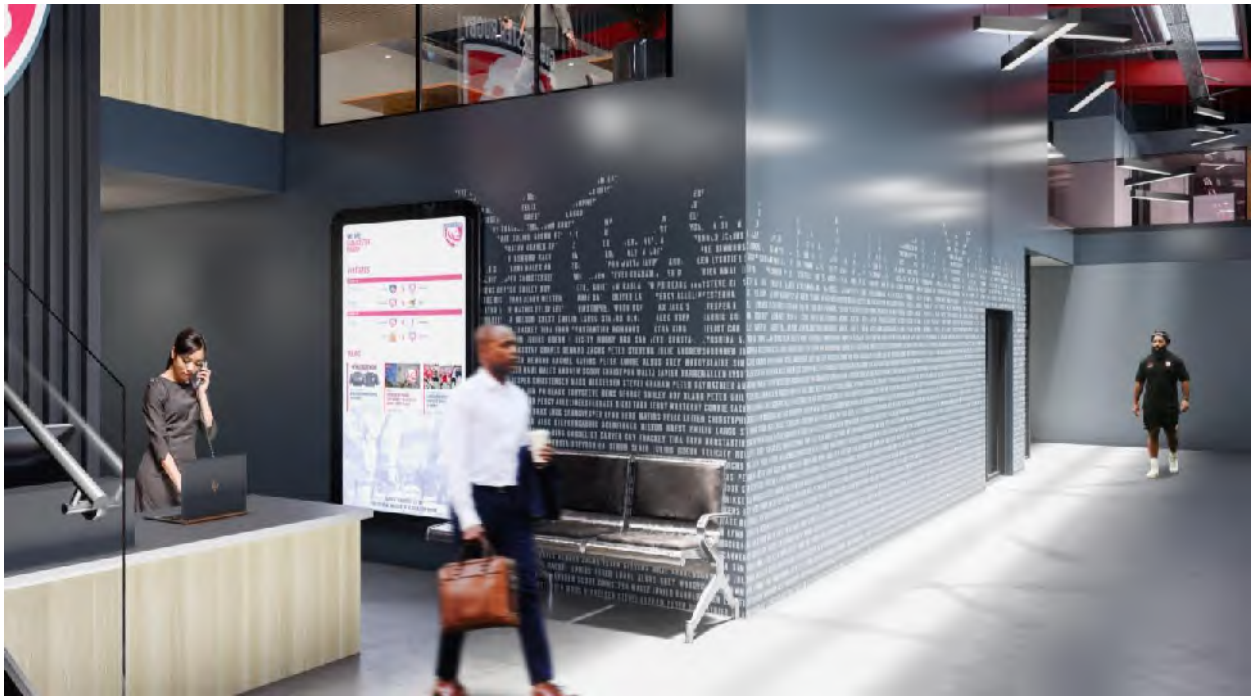
4.64 Fan Involvement

During the recent period of uncertainty, Gloucester Rugby had to adapt their vision for the future. With the cancellation of fixtures during the 2019-20 season the club called upon their fans for support providing an option to, instead of being refunded for the cancelled events, let the club put forward this money into supporting Gloucester Rugby's new training facility.

The Club invited members to donate the remainder of their season ticket money towards the new training facilities, rather than asking for a refund, and two thirds of fans did exactly that. 3189 of Gloucester Rugby's Club Members & 1873 Club Members donated their 2019-20 Missed Match Credits to this training facility.

The club therefore wish to acknowledge this support in the proposed design. The entrance space will include a dedicated area where Gloucester Rugby can recognise the generous donations made by Club Members. Their names will be proudly displayed on a fan wall in reception, comprising of a silhouette motif emblazoned with the 3189 names.

The concept visual to the right shows how this fan wall will be proudly displayed in the heart of the new facility.



Gloucester Rugby's acknowledgement of fan's support.

4.7 Hospitality Venue

4.71 Hospitality Venue

Gloucester Rugby require a new membership tier for fan involvement that will include a new clubhouse/bar area. The hospitality venue in the warehouse site was developed for this purpose.

The space will be full height, exposing the existing structure and allowing natural light to flood into the space from the skylights. A material palette to reflect the warehouses industrial feel will be used with flashes of Cherry Red to represent Gloucester Rugby's branding.

The open plan nature of the space and the use of non-fixed furniture will allow the hospitality venue to be repurposed for different events; from Match Day Hospitality to potential auditorium style events or formal banqueting layouts.

4.72 Match Day Hospitality

Match Day hospitality would be the primary use for the hospitality venue. The furniture layout provides spaces for 550+ persons, with WC facilities to accommodate this. Comfortable circulation areas are located around the bar area and food stalls reducing the impact of crowding on the surrounding tables.

A mixture of loose bar style furniture, long bench tables and standing perches help to create different areas within the warehouse, helping to create a clubhouse-bar feel to the space. The benches provide a social place to eat food and drink situated closest to the container food stalls and to the demountable stage. All furniture is flexible to allow repositioning to face the stage/screen during events which require it.

Above the food stalls further seating and booths are located creating a cosy mezzanine area for fans to prepare for the upcoming game and have post match reviews.

Concept Layout for Match Day Hospitality furniture

4.7 Hospitality Venue

4.73 Concept Visuals & Design Style

To the right concept visuals show how the hospitality venue would look on match days. The concept visual shows elements of the Gloucester Rugby branding across the bar, shipping container style food stalls, cosy mezzanine booth area above and the large TV screen centrally located. In this example the screen is showing highlights of previous matches in advance of the main fixture at Kingsholm.

The key to the hospitality venue is the flexibility and adaptability of the space allowing the fans to move and collate the loose furniture as they require depending on there group size or activity. The linear benches next to the food stalls provide a perfect social space to chat, eat and drink before a big fixture.

The precedent images below show similar schemes that utilise bench furniture, shipping container food stalls and mezzanine decks above although on a small scale.

The WC's serving the hospitality would also have small glazing elements in the lobby between male and female areas, providing a cool onlook onto the pitch allow fans to see the fan involvement ribbon aligning the indoor pitch wall, alongside a glimpse into the heart of Gloucester Rugby's training facility.

Concept visual showing TV screen, food vendors and bar area.

Example Image: Baltic Market, Liverpool – loose benches layout

Precedent: Shipping Container food vendors.

Proposed Hospitality Visual.

5.0 CONCEPT VISUALS

5.0 Concept Visuals

5.1 Front Approach


GLOUCESTER RUGBY
THE DEVELOPMENT STUDIO


GLOUCESTER RUGB
1873
THE DEVELOPMENT STUDIO


MEETING
MEETING
THE DEVELOPMENT STUDIO


GLOUCESTER
RUGBY
THE
DEVELOPMENT
STUDIO


FOOD
GLOUCESTER
THE DEVELOPMENT STUDIO


FOOD
THE DEVELOPMENT STUDIO

6.0 ACCESS & SUSTAINABILITY

6.0 Access & Sustainability

6.1 External Movement Strategy

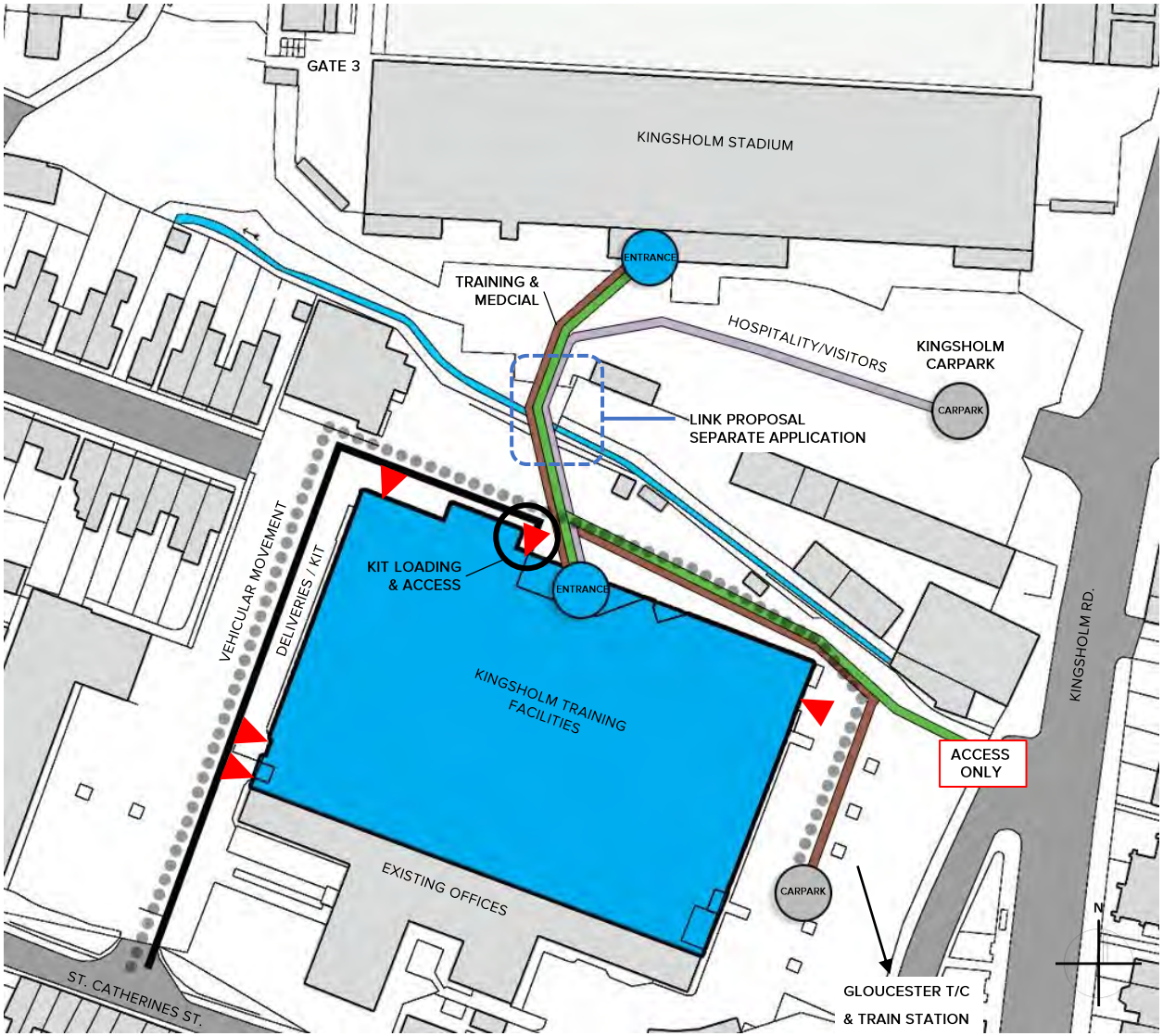
6.61 Wider Movement Strategy

Understanding and developing the wider movement strategy has been key in providing a proposal that maximises the potential of such a conveniently placed site. Five key groups of external movement have been identified; Training Staff & Players, Treatment & Emergency Medical, Hospitality & Visitors, Deliveries and Staff/Visitor/Player vehicular movement.

6.62 Parking & Access

Existing car parking provisions allow 75 spaces to the eastern side of the warehouse. This will require staff and player personal vehicles to access the site from the southwest/St. Catherine's Street and drive through the carpark for the existing offices. Our proposal must be sympathetic and aware of their existing movement and how we deal with that. The eastern parking has been provided for the training and commercial staff, with limited allocation for visitors.

Key Transport Consultancy have provided a Transport Statement & Travel Plan as part of this submission.



Wider Site Movement strategy

6.0 Access & Sustainability

6.2 Accessibility & Sustainability

6.21 Accessibility Internal

As part of Gloucester Rugby's drive for inclusivity and equal access for all, design considerations have been implemented to ensure visitors and staff with disabilities are supported.

All spaces within the building will have level access, including the performance gym and indoor training pitch which will have ramped access to accommodate for the added height of the rubber flooring required for these spaces.

Lift access is also located centrally within the design, allowing easy and direct access to the training offices and meeting rooms.

Accessible WC's are located on both floors for convenience, including accessible changing spaces located on the Ground Floor. The accessible changing is located in close proximity to the performance gym/pitch areas.

All railings on the first floor will be 1100mm in height, in a glazed red finish for visibility and to tie in with Gloucester Rugby's branding style. Handrails with tactile features will help those with impaired vision. Clear signage with appropriate contrast will also help with navigation, including large graphics and differentiating surface materials between different offices areas (see concept visuals for office space).

6.22 Accessibility External

Landscaping and pathways approaching the entrance will be designed to include features to help those with impaired vision. Tactile paving elements will help denote the edges of the walkway and the approach to a level crossing.

Clear contrasting colours have also been used on the façade element which will help those with impaired vision. The white text on the dark grey cladding, and the white framing wrap around each entrance will help.

The clubs branding is also on clear display, with large graphics on the entrance allowing easier identification of the entrance and to which building it belongs.

6.23 Sustainably Statement

Gloucester Rugby are keen to implement and design in carbon reducing features and sustainable forms of operation where possible. The key sustainable points are as follows;

6.24 Building Re-use

Firstly, by reusing the existing warehouse we dramatically reduce the proposals carbon impact, as well as the construction impact to the local residents. The embodied carbon of this project will come only from the internal construction and the transportation of equipment and materials to site. Approximately 35% of a projects entire life span embodied carbon comes from the construction phase (RICS, 2014), so by reducing the new build requirements the project will be significantly reducing its footprint.

6.25 Windows & Lighting

Provision of new windows and replacement of current windows must be at least double glazed and of a superior performance to those currently installed. This will improve the air tightness of the building and thus reduce heating requirements. New lighting installed will be LED as a cost effective way of reducing the buildings running cost. LED lights consume less energy than their traditional counter parts, with no reduction in lighting quality.

Careful positioning of offices spaces around the existing roof lights has helped to maximise the natural light available to these spaces. This will aid in creating comfortable well lit spaces and reducing energy and running costs from lighting.

6.26 Timber Use

All timber for the walls and OSB panels will be sustainably and locally sourced where possible, to further reduce the carbon impact of the building.

6.27 EV Charging & Travelling arrangements.

The provision of 5no. Electric Vehicle parking bays will be included within the designs car park. Future expansion of this is possible at the cost of non EV spaces as more staff switch to electric vehicles.

Bicycle Stores will be located close to the main entrance to promote cycling to work, alongside Gloucester Rugby's Cycle-to-work scheme. Gloucester Rugby have intentions to implement other strategies such as car sharing in the near future. See the Transport Statement for more information.

6.3 Conclusion

Gloucester Rugby's requirement for a new training facility is an opportunity to provide the club with a high-class location for training and analysis, to meet their current needs and provide for the future. It will help attract young talent and investors to the club, whilst reinforcing their position at the Kingsholm Site adding another chapter to the club's esteemed history in Gloucester.

However, the new training facility is not just an opportunity to provide the club with a state of the art facility but is also an opportunity to reuse and reinvigorate an area of Gloucester which has become unused and unoccupied. The proposal with its updated façade and landscaping will create a modern and striking piece of architecture, promoting Gloucester Rugby's status as a top-tier team ready for the future.

The hospitality venue will provide a vibrant and exciting place for events, and provides a great venue for fans socialising before and after home games at Kingsholm Stadium.

Finally the training facility will create a centralised Gloucester Rugby campus within the heart of Gloucester, providing training spaces, event space, a stadium and academy training all in one location. It will help develop and transform the Kingsholm site into a progressive and exciting hub that the team and fans can call home for years to come.

Performance Gym concept visual


THE
DEVELOPMENT
STUDIO

McLOUGHLIN PLANNING

Planning Statement

Town & Country Planning Act (1990)

In respect of:
Conversion of warehouse to provide an Indoor Training Centre and associated facilities for Gloucester Rugby Club

At:
Kingsholm Business Park (34-44 St Catherine Street), Gloucester

On behalf of:
Gloucester Rugby Club.

June 2021

Contents Page

1.0 Introduction

1.1. McLoughlin Planning has been instructed by Gloucester Rugby Club. ("the Club") to submit a planning application to create a new Indoor Training Facility and associated facilities in the adjacent warehouse building at 34-44 St Catherine Street (Kingsholm Business Park), Gloucester. The proposal would relate to the warehouse building only and the remaining office building would be retained separate for use as offices.

1.2. The purpose of this Planning Statement is to set out a comprehensive case for development above by assessing this proposal against the relevant Polices of the Development Plan and the National Planning Policy Framework. It makes the clear and unequivocal case for why planning permission should be granted.

1.3. This Planning Statement is structured as follows:

- **Section 2** – The Site and its Planning History
- **Section 3** – Planning Policy Context
- **Section 4** – Analysis of Planning Considerations
- **Section 5** – Summary and Conclusions

1.4. This Statement should be read in association with the other documentation that accompanies this application, including the package of submitted drawings, these are listed below:

- Site Location Plan
- Existing and Proposed Block Plans
- Existing and Proposed Floor Plans and Elevations
- Design and Access Statement
- Flood Risk Assessment
- Transport Assessment
- Travel Plan

2.0 The Site and its Planning History

The Site and its Context

2.1. The application site sits to the north of Gloucester City Centre adjacent to Kingsholm Stadium at 33-44 St Catherine Street. The site comprises of a warehouse unit with a floor area of 4,500 sqm. The site also provides 75 car parking spaces and includes an associated hardstanding and access drive. Access is from both St Catherine Street and Skinner Street. The site is not safeguarded as designated employment land within the Development Plan. The also site lies within Flood Zone 2 and a small part of the site lies within Flood Zone 3.

2.2. The existing lawful use of the site is for Warehouse and Distribution Use Class B8. There is also an office block adjacent to the warehouse on the wider business park. However, this does not form part of the application site.

2.3. Please refer to the accompanying site location plan submitted alongside this Statement for exact details of the site location.

Planning History

2.4. A search of the Council's on-line case files shows that the site does not have an extensive planning history.

3.0 Proposed Development

3.1. The Development Studio Design and Access Statement provides full details on the exact nature of the proposed training facilities.

3.2. The application proposes the conversion of the large warehouse that makes up part of the Kingsholm Business Park (34-44 St Catherine Street) for use as an Indoor Training Facility and associated facilities to support Gloucester Rugby. The need for the Training Centre is based on the fact that the Club has to relocate its training operations following its departure from Hartpury University.

3.3. The proposal looks to extend the existing facilities at Kingsholm into the neighbouring site and would provide training facilities to support the ambitions of the rugby club going forward. These facilities are essential to maintain the Club's position in the Premiership.

Internal Alterations

3.4. The proposed conversion would include provide approx. 4,500 sqm of floor space into the following facilities to support Gloucester Rugby:

Ground Floor

- Training pitch
- Performance area
- Treatment room, rehab, changing and recovery areas (Academy and First Team)
- Briefing room
- Conferencing facilities including bar

First Floor

- Commercial team offices, meeting rooms and canteen
- Team management offices (Academy and First Team)
- Medical office/strength and conditioning

- Player's breakout area

External Alterations

3.5. The main alterations to the elevations are located around the new main entrance on the north elevation of the warehouse facing Kingsholm Stadium. This will help provide a clear and obvious approach from the stadium to the training facility creating a Gloucester Rugby campus. The external works would include the following alterations:

Main Entrance

- Existing lean too brick work painted grey to match charcoal elements.
- Existing cladding sprayed charcoal grey to provide contemporary feel to the design and to be in keeping with Gloucester Rugby's branding.
- New aluminium dark grey cladding to cover the existing brick and provide an attractive new façade element to the building.
- Gloucester Rugby signage and illuminated red wrapping element. The Gloucester Rugby sign will be gently lit from an illuminated red strip running around the perimeter of the cladding. The red illumination will represent the cherry red of the teams' colours.
- White entry wraps, subtle picture frame metal elements with new glazing form the two new entrances replacing the existing loading bays roller shutter doors.

Other External Alterations

- Existing cladding painted charcoal grey as per Gloucester Rugby Branding
- New windows to match style and dimensions of existing
- Existing windows replaced with infill panels. Privacy for the ground floor changing areas require this amendment.
- New secondary access doors (access kit, storeroom, and plant areas)
- New Lion Shield Gloucester Rugby Logo, to be in full colour Gloucester Rugby branding

- New roller shutter door to replace existing roller door dimensions will match opening. (Roller door access performance gym and will provide easy loading access and secondary ventilation during hot days.

- New roller shutter door on the eastern elevation providing access to the pitchside equipment store and the training pitch' - its detailed on drawing (1710)

-

3.6. For illustrative purposes only a pedestrian bridge has been shown within the submitted design and access statement, this provides a link connecting the new training and associated facilities with Kingsholm Stadium. This has been included to show the future movement/connection strategy planned between the two sites. This bridge does not form part of this application and will submitted as a separate planning application.

3.7. For full details of the proposed design including concept images, please refer to the accompanying floor plans and elevations and the details contained within the Design and Access Statement provided by The Development Studio submitted alongside this Planning Statement.

4.0 Planning Policy Context

4.1 This Section of the Statement sets out the policy context for the proposed development.

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Planning Applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan currently used for decision-making in Gloucester City is the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS).

4.2. In addition to the JCS are the saved polices of the adopted Gloucester Local Plan 1983 still used in decision-making and neither are relevant to this proposal. A replacement Local Plan is currently being prepared but its draft Policies are currently progressing through examination and are of limited weight at the present time.

4.3. The National Planning Policy Framework is a material consideration in planning decisions, the relevant policies of which will also be discussed.

Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS)

4.4. The JCS sets out the long-term vision and objectives for the area, together with strategic policies for shaping new development and locations for new development up to 2031.

4.5. One of the key Strategic Objectives of the JCS (Strategic Objective 1) looks to build a strong and competitive urban economy. This objective is particularly pertinent in this case as the aim of the objective looks to:

'Provide the right conditions and sufficient land in appropriate locations to support existing businesses and attract new ones, particularly from the major high-tech and knowledge-based industries, tourism, retail and the leisure sector, to rebalance the local economy away from its public sector dominance, improve the area's economic resilience, support a highly-skilled workforce and continue to provide a focus for economic growth within the county'

4.6. And to:

'Develop the area's role as a tourist destination, building on the unique characteristics and festival culture that already exists in the JCS area.'

4.7. Maintaining first class training facilities adjacent to Kingsholm Stadium and retaining Gloucester Rugby's position in the Premiership aligns with this strategic objective.

Policy SD1 -Employment Except Retail Development.

4.8. Part vii of the Policy allows for the growth or expansion of existing busines, especially in the key growth sectors, subject to all other polices of the plan.

Policy INF1 - Transport Network

4.9. This Policy requires planning permission will be granted only where the impact of development on the highway network is not considered to be severe.

Policy INF2 - Flood Risk Management

4.10. This Policy requires that proposals must minimise the risks of flooding and providing resilience to flooding.

Policy INF4 - Social and Community Infrastructure

4.11. The policy makes it explicitly clear the that social and community infrastructure is vitally important in ensuring the quality of life and well-being of communities. The policy sets out how important it is that new development, which will add to the combined needs of the community, contributes to new or expanded facilities to ensure that these additional needs are met. Key to this proposal is that the policy supports opportunities, where they exist, to integrate new provisions with existing facilities (for example, by extending a facility).

National Planning Policy Framework (NPPF)

4.12. The national tier of planning policy is set out within the NPPF, which was revised in February 2019. Section 8 of the Framework contains Policies which seek to maintain and protect the provision of sports facilities and encourages the expansion of existing facilities.

Paragraphs 80 to 82

4.13. These paragraphs deal with building a strong and competitive economy. Key to this is the recognition in paragraph 80 that planning decisions should:

"Help create the conditions in which businesses can invest, expand and adapt."

4.15 It goes on to place "significant weight" to supporting economic growth.

Paragraph 163

4.14. This paragraph advises that when determining applications, proposals should ensure flood risk is not increased elsewhere and that development should only be allowed in such areas at risk of flooding if the proposal amongst other things is flood resistant and resilient and that any residual risk can be safely managed.

5.0 Analysis of Planning Considerations

5.1. This Section of the Statement deals with all the Matters relevant to the determination of the Application for the proposed change of use of the warehouse to training facilities to support Gloucester Rugby. These are as follows:

- Principle of Development.
- Design.
- Drainage and Flooding.
- Access & Parking.
- Impact on Neighbouring Living Conditions.

5.2. These are discussed in more detail below.

Principle of Development.

5.3. The first issue is to demonstrate that the proposed conversion of the warehouse to a training centre is supported by development plan policy.

5.4. Fundamentally, Gloucester Rugby Club is a business and as a business, the provisions of Policy SD1 are relevant given that it covers all aspects of employment development. In this case, part vii of the policy is considered the most relevant in that it states that employment related development will be supported where:

5.5. It allows the growth or expansion of existing business especially in the key growth sectors, subject to all other policies of the plan

5.6. As can be seen from the above, the policy supports growth or expansion, this proposal is part of the expansion of the Club's facilities to allow it to maintain its position in the Gallagher Premiership and address a deficiency it its training facilities, following its relocation from Hartpury University.

5.7. The proposal complies with the first part of part vii of the policy.

5.8. The second part of the policy focuses on supporting businesses, with an emphasis on those in 'key growth sectors'. Policy SD1 does not define what those key growth sectors

are, but paragraph 4.2.16 of the JCS does. In this case, the proposal would fall into the 'Leisure' sector in that whilst the training facility is obviously for the Club and its players, it is an integral part of the overall leisure industry.

5.9. The City Council published 'Growing Gloucester's Visitor Economy' in 2014 and whilst it is dated, the document does recognise that the Rugby Club is key to the promotion of the City.

5.10. Paragraph 4.1 dealing with the City's strengths states:

"Established and successful rugby team promotes the name of Gloucester throughout the UK and Europe."

5.11. Conversely, paragraph 4.2, dealing with the City's weaknesses identifies that there is a general lack of vibrancy in the night-time economy, apart from when there is a rugby match.

5.12. With the policy context set, Gloucester Rugby has a rich history with the City, being founded in 1873. The Gallagher Premiership is a highly competitive environment, and it is essential that the Club has a training facility to allow it to maintain its position in the league. In this case tourism/leisure and supporting an established Premiership Rugby Club within the City is a key growth sector that is supported. The proposal is also the expansion of the facilities to support Kingsholm Stadium and the training facilities for the rugby club.

5.13. In policy terms, the Club is part of the cultural and economic infrastructure of the City, attracting visitors to the City. Kingsholm has a capacity of 16,500 and from publicly available figures, the average attendance in the 2018-2019 Season was circa 14,500 over the 11 home games. This excludes any European Cup games.

5.14. In economic terms, there is no data from the Council to qualify how much the Club is 'worth' to the City. However, in terms of providing some simple analysis of the financial benefits the club has to the City's economy the following assumptions can be made.

5.15. If general spending outside the club per home game per person was calculated at £20 each, this would mean that over a season of 11 home games and an average attendance of 14,500 it would generate £3.19 million would be added to the City's

economy. If that figure was increased to £40 average spend per person per game, it would mean a total of £6.38 million would be added to the City's economy.

5.16. The club also provides significant employment opportunities, employing some 342 people in the existing conference and hospitality facilities the stadium and the future hospitality provision provides an opportunity for further economic benefit to the City.

5.17. Therefore, the principle of development is clearly supported by Policy SD1 vii.

5.18. Turning to Policy INF4, the proposals are equally supported, especially with the focus on the hospitality aspects of the proposals. The policy is relevant as paragraph 5.5.2 sets out that it covers "major sporting attractions". This Policy concerns Social and Community Infrastructure and under part 3 of the policy, it requires that this is "centrally located to the population it serves"

5.19. In this case, the proposals are clearly adjacent to the City Centre and are intimately related to Kingsholm Stadium. Given its proximity to the stadium, it logically follows that the hospitality elements of the proposals are fully complaint with the policy being

- Centrally located in City
- Located adjacent to a major sporting attraction

5.20. As a result, the proposals comply with Policy INF4.

5.21. The proposal would also offer significant benefits to the area, creating a premier rugby training facility and campus close to the stadium that would bring a disused building and site back into use, whilst connecting to existing facilities at Kingsholm Stadium a major tourist attraction in the City.

5.22. In summary on this issue, there is clear support within the Development Plan for the growth or expansion of existing businesses which includes Gloucester Rugby. The loss of the site for warehouse storage, whilst resulting in the loss of traditional employment floorspace is offset by becoming part of the Club.

5.23. The proposal therefore accords with requirements set out within JCS Polices SD1 and INF4 and the guidance contained within paragraph 80 of the Framework.

Design.

5.24. The principle of requiring proposals to provide good design is set out within Framework where it states:

5.25. 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way its functions'

5.26. The existing warehouse has a neutral impact on the character and appearance of the street scene. From Kingsholm Road, the appearance of the building will remain unchanged. However, from within the site, the new entrance point on the western elevation of the building will be enhanced and clad to provide a clear visual link to the Rugby Club.

Drainage and Flooding.

5.27. Paragraph 155 of the NPPF sets out that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

5.28. The FRA has been provided and submitted by Hydrock Consultants Ltd which provided an assessment and a number of recommendations for the design of the building and management of surface water on the site. These recommendations have been considered and incorporated within the design of the proposed building and the future management of surface water drainage within the surface water drainage strategy.

5.29. The FRA has identified that the site is effectively located within Flood Zone 1 (Low Risk) in respect of fluvial flood risk and is at 'low' or 'negligible' risk of flooding from all other potential sources.

5.30. The proposed development is not considered to increase flood risk within the catchment through a loss of floodplain storage. This FRA has demonstrated that, in respect of flood risk, the proposed development of the site:

- Is suitable in the location proposed.

- Will be adequately flood resistant and resilient.
- Will not place additional persons at risk of flooding and will offer a safe means of flood warning and evacuation.
- Will not increase flood risk elsewhere as a result of the proposed development through the loss of floodplain storage or impedance of flood flows.
- Existing measures are already in place to ensure surface water is appropriately managed given that there are no proposed changes to the existing drainage infrastructure.

5.31. The proposal has therefore ensured through the FRA, that the proposal is safe from flooding throughout the lifetime of development and that the proposal would not result in increasing flood risk elsewhere, this is in accordance with the guidance contained within Section 14 of the Framework.

Access & Parking.

5.32. A Transport Assessment (TA) has been compiled by Key Transport Consultants Ltd that provides an assessment of the impact of proposed change of use in relation to the surrounding area in terms of trip generation, accessibility, and parking.

5.33. The proposal would use the existing 75 parking spaces on the site, but the layout would be amended to provide 72 spaces in total, including 5 disabled parking spaces located close to the building entrance. There are no electric charging points at present. Of the 72 spaces, 5 will be provided with electric charging facilities. A total of 5 'Sheffield' stands, providing 10 cycle spaces would be provided.

5.34. The TA analyses trip generation rates and the impact the development would have in terms of accessibility and the impact it has on the safe operation of the highway network.

5.35. This proposal is for a replacement training facility, removing the need for the players and staff to travel to Hartpury University. The TA highlights this and concludes that is considered likely to reduce travel distances currently travelled by some staff and provide the opportunity for staff to walk, cycle and travel by public transport to the new training facility, given its location adjacent to Kingsholm Stadium. The site also

provides enough parking on site to meet required standards, including disabled facilities.

5.36. The number of spaces provided is forecast to cater for the likely parking demand of the proposed training facilities. This should mean that car parking does not overspill onto local residential roads, which would be prevented by existing parking restrictions for much of the day in any event. Matchday hospitality will be provided in the proposed development. The site car park is already used for matchday hospitality, but no additional car parking is proposed. The relocation of the commercial team currently based in Kingsholm Stadium into the warehouse is proposed but commercial staff driving will continue to park in the stadium car park.

5.37. The TA highlights that the proposed training facility is likely to generate fewer traffic movements than the existing warehouse use. The proposed use would result in a significant reduction in the movement of large HGVs on the local road network compared with the lawful use of the site as a warehouse and distribution centre (B8). Overall, the TA concludes that the proposals will have a reduced traffic impact than then the existing lawful use of the site.

5.38. A Travel Plan has also been submitted as part of this application and will be implemented for the proposed training facility with the objectives to reduce the reliance on the private car, maximise car occupancy, promote environmentally sustainable travel patterns, and to ensure all players and staff are aware of the travel options available.

5.39. Overall, taking the findings of this assessment into account, it is concluded that the development proposals are fully acceptable in transport planning terms. The proposals would not generate any significant impact on the local transport network, this is in accordance with the principles of sustainable development as set out within the Framework and JCS Policy INF2.

Impact on Neighbouring Living Conditions.

5.40. Paragraph 127 part F of Section 12 of the NPPF sets out that developments should create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

5.41. The site sits adjacent a number of neighbouring properties situated along Serlo Road, Kingsholm Road and St Catherine St, however, the proposed change of use would not result in an adverse impact on neighbouring living conditions, given the existing lawful use of the site. The proposed use results in a use that would have a lesser impact on neighbouring living conditions regarding noise and disturbance, than a lawful unrestricted B8 (warehouse and distribution) use that currently occupies the site. The layout of the site would remain as existing

5.42. Taking this into account the proposed change of use would not result in an adverse impact on neighbouring living conditions, given the existing use and the sites relationship with neighbouring properties in accordance with the guidance contained within the Framework.

6.0 Summary and Conclusions

6.1 The purpose of this Planning Statement is to demonstrate that the application for the proposed Training Facility at Kingsholm Business Park for Gloucester Rugby Club fully accords with the provisions of the Development Plan as required by Section 36(8) of the Town and Country Planning Act. In so doing, this statement should be read in conjunction with the Technical Reports, the Design and Access Statement and Plans that have been submitted as part of this application.

6.2 In making the case for the development, a thorough review of the site, its context and its planning history has been undertaken. This shows that this business premises does not have a significant planning history and that it is situated on the very fringe of the City Centre.

6.3 In terms of the design of the proposed development, the Design and Access Statement prepared by The Development Studio provides the full details and illustrations of what the Training Facility will look like. Key to this are the internal alterations to the building to provide the necessary training facilities and conference and management facilities that the Club desperately needs. In terms of external alterations, the visual appearance of the building from Kingsholm Road, that being the main public viewpoint of the building, will remain largely unchanged. However, within the site, there will be a clear alteration to the appearance of the building denoting its importance to the Club and elevational treatment will reflect the overall Club's character and the adjacent stadium.

6.4 Turning to the Planning Policy context, the Development Plan in this case is the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) as is to be expected, the JCS does not provide specific detail on development at Gloucester Rugby Club. However, in Policy terms, the Club has to be viewed as a business, as a result, the proposals have to be assessed against the provisions of both Policy SD1 and INF4 of the JCS. These policies are crucial in that they set out the Positive Policy Framework for supporting the expansion of existing businesses and leisure facilities. Once this Training Centre will have no public use and its solely for the use of Gloucester Rugby, Policy INF4 is written in the context of supporting Sports Stadiums and is therefore, relevant.

6.5 The Policy Framework in the Development Plan also builds on the provisions of the NPPF particularly in Paragraphs 80 to 82. It must be stressed that the NPPF attaches 'significant weight' to supporting economic growth and looks to create conditions where businesses can invest and expand. The proposed development clearly represents a significant investment by the Club in providing new Training Facilities to help maintain its competitive edge in the Gallagher Premiership.

6.6 The analysis of the Policy context regarding principle shows that the provision of the Training Facility fully accords with Policies SD1 and INF4. This, in conjunction with the aforementioned paragraphs of the Framework mean that 'significant weight' should be applied to not only the Development Plan compliance of the Proposal but also crucially, how the Proposals accord with National Guidance.

6.7 Turning to other technical matters, the Statement shows with reference to the supporting reports that there are no highways, design, or flood risk concerns or those to neighbouring amenities. In terms of highways in particular, the proposal will have significant benefits in that it will see the loss of a warehouse in use in a residential area. This has the obvious benefits of dramatically reducing HGV movements to the site which would otherwise take place if the operation was to recommence.

6.8 Therefore, in summary, it is respectfully recommended that the planning permission be granted subject to appropriate conditions.

McLOUGHLIN PLANNING

119 Promenade
Cheltenham
GL50 1NW

[redacted]

FILE NOTE

Additional Marketing Information
Gloucester Rugby Club Training Facility, Planning Application Ref: 21/00758/FUL
0595

Purpose of the File Note

1. To provide details of the marketing of Kingsholm Business Park prior the submission of the application.

2. Kingsholm Business Park has been advertised on the market since April 2019 – Present.

3. The Site was joint marketed by Ash Property surveyors and Alder King to cover the market both who specialise in commercial property. Details of the marketing prospectus is attached as **Appendix 1** of this document.

4. The site received 50 plus enquires over the 2 years preceding the submission of this application. Due to certain constraints of the site and location, no one took up the opportunity to move in.

5. The Main reasons for prospective clients not taking on the unit are as follows:

    - *Site location for warehouse distribution not ideal, city centre location access to and from site better options in alternative locations.*

    - *Height of building was also restriction for modern storage (racking etc). Eave's height slightly lower than most standard warehouses, companies who enquired required 8m eaves height not 6m as existing, doesn't work for required racking and modern storage solutions not an efficient use of space.*

    - *Circulation on site not ideal whilst it does work very tight around north of building, plus potential issues with other uses and business that could be on site.*

    Unfortunately, due to GDPR we cannot name potential businesses interested in moving to site.

    Regarding the previous use on the site, the site was occupied SLG Beauty who were the previous tenants.

    In terms of their business operation, they did use a small proportion of the building for manufacturing of beauty products. However, the majority of the building was used for the storage and distribution of their products.

Appendix 1 Marketing prospectus

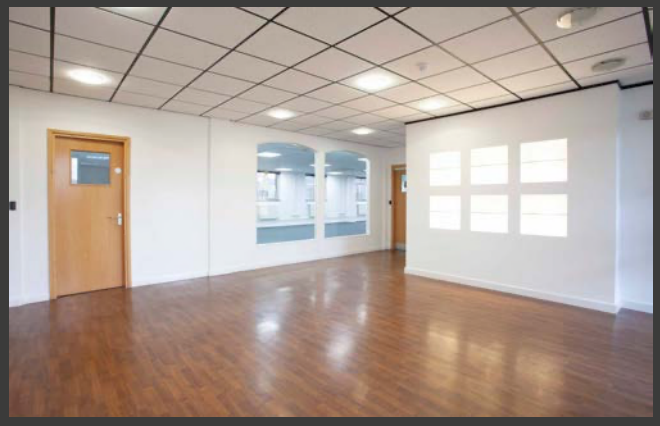
Kingsholm

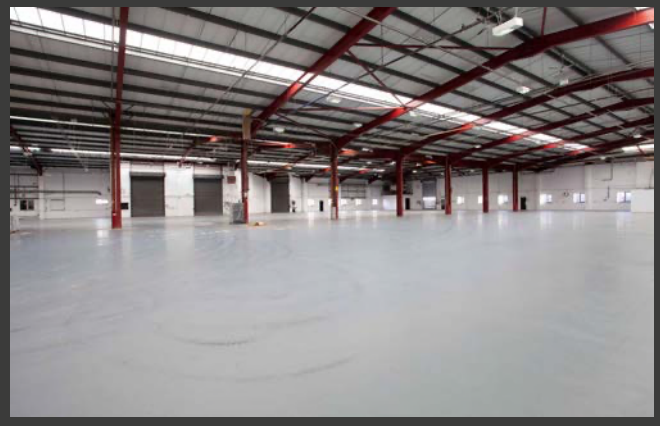
BUSINESS PARK

GLOUCESTER GL1 3AX

TO LET

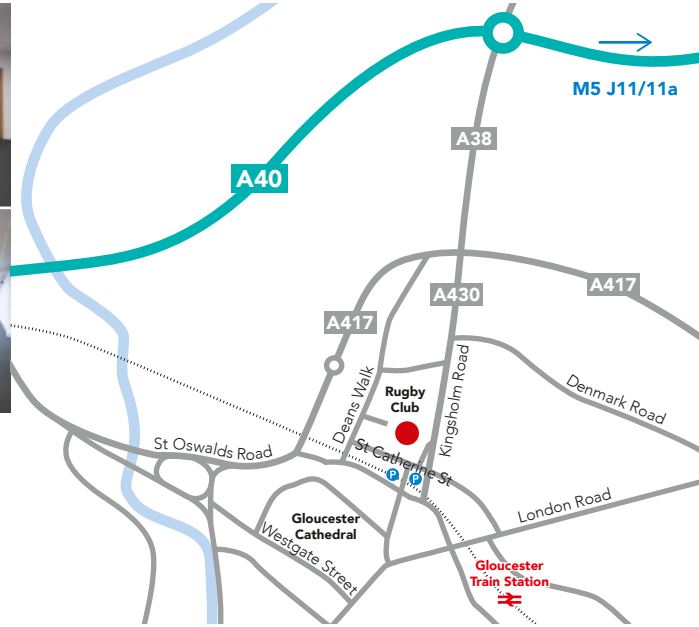
City centre industrial warehouse and office space with an excellent car parking ratio from approximately **24,000 sq ft to 73,000 sq ft**





Kingsholm

GL1 3AX



LOCATION

The property is situated approximately 1/4 mile north of the City Centre and is accessed via St Oswald's Road (A417) and Priory Road/Gouda Way or Bruton Way (A430). The site has two entrance points, either from St Catherine Street via Worcester Street (A430) or Skinner Street. The site lies approximately 1 mile from the Gloucester Ring Road.

Gloucester is well connected to the motorway network, being served by three junctions of the M5; junction 11 provides access via the A40 (3 miles), junction12 to the south (5 miles) and junction 11a (3 miles) connects to the Brockworth Bypass, Cirencester/Swindon and the M4 motorway at junction 15 (34 miles).

DESCRIPTION

The property comprises a substantial industrial warehouse with integral ground and first floor offices.

The industrial warehouse accommodation is built on a double bay steel portal frame with brick and block elevations providing an internal eaves height of approximately 5.6m. Level access loading doors are provided to three elevations.

Ground and first floor offices form part of the main building but have been extended beneath a pitched tiled roof. The office accommodation is predominantly open plan, with partitioning to some areas, and is carpeted throughout. Comfort cooling units serve the first floor.

Externally there is extensive parking to the front and rear of the property with good circulation areas.

ACCOMMODATION

(Approximate gross internal area).

Industrial Warehouse Area	4,452.3 sq m	47,924 sq ft
Loading bay	139.4 sq m	1,501 sq ft
Ground & First Floor Offices	2,190 sq m	23,575 sq ft
TOTAL	6,781.7 sq m	73,000 sq ft

RATES

The property will need to be reassessed for Rating purposes and further details are available from the agents upon request.

PLANNING

The property has been used for manufacturing, storage and offices.

RENT

On application.

TERMS

The space is available on a new lease or leases for a term to be agreed.

SERVICE CHARGE

A charge will be levied by the landlord to cover the costs associated with the upkeep and maintenance of the communal areas.

VAT

The property is elected for VAT and it will be applicable on the rent and other landlord's supplies.

LEGAL COSTS

Each party to bear their own legal costs incurred in the transaction.

FURTHER INFORMATION

For further information please contact the agents.

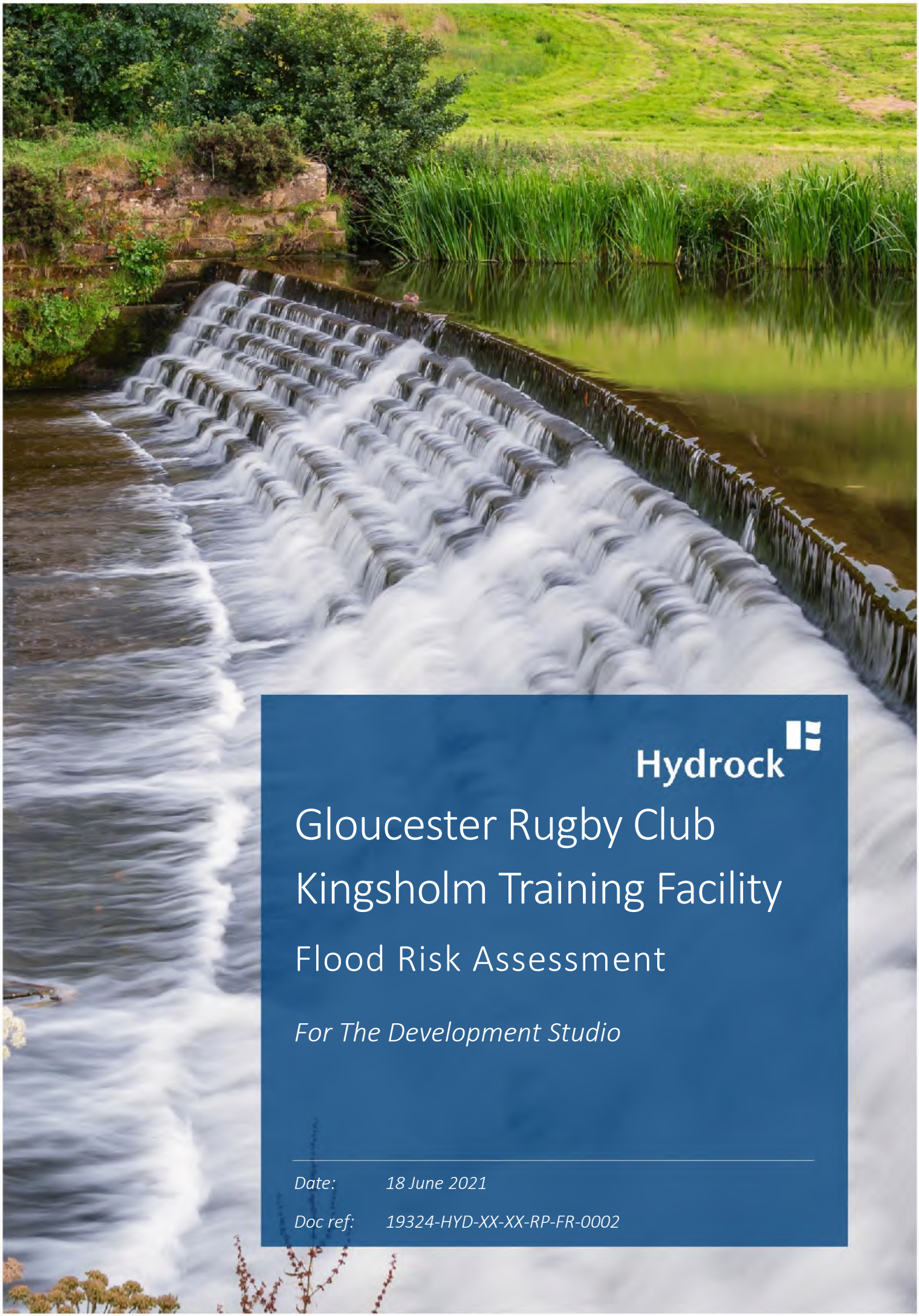
alder king
PROPERTY CONSULTANTS

[redacted]

ASH
CHARTERED SURVEYORS
WWW.ASHPROPERTY.CO.UK

[redacted]

HD2340/AK/AP Hollister 11/20.



Hydrock

Gloucester Rugby Club Kingsholm Training Facility

Flood Risk Assessment

For The Development Studio

Date: *18 June 2021*

Doc ref: *19324-HYD-XX-XX-RP-FR-0002*

DOCUMENT CONTROL SHEET

Issued by	Hydrock Consultants Limited Over Court Barns Over Lane Almondsbury Bristol BS32 4DF United Kingdom	[redacted]
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Project name	Gloucester Rugby Club Kingsholm Training Facility	
Title	Flood Risk Assessment	
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P01	S2	28/05/2021	First Issue
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P03	S2	18/06/2021	Final Issue

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Tables

Figures

Appendices

1. INTRODUCTION

This report has been prepared by Hydrock Consultants Limited (Hydrock) on behalf of our client The Development Studio, in support of a Planning Application for a proposed Training Facility and pedestrian link bridge near Kingsholm Stadium, Gloucester.

An initial review indicates the development to sit within Flood Zone 2 and the total site area to exceed 1 hectare and therefore, under National Planning Guidance, a Flood Risk Assessment is required.

This FRA report has been prepared to address the requirements of the National Planning Policy Framework (NPPF), through:

- Assessing whether the site is likely to be affected by flooding.
- Assessing whether the proposed development is appropriate in the suggested location.
- Presenting any flood risk mitigation measures necessary to ensure that the proposed development and occupants will be safe, whilst ensuring flood risk is not increased elsewhere.

2. SITE INFORMATION

2.1 Site Location

The development is located south of Gloucester Rugby's Kingsholm Stadium, in the Kingsholm area of Gloucester City. The development is bound by the car parking and Kingsholm stadium to the north, Kingsholm Road to the east, St Catherine Street to the south and mixed residential / commercial properties to the west. The site itself is located within a heavily developed area with mixed commercial and residential type properties in all directions.

Current vehicular access is provided off Kingsholm Road to the east and St Catherine Street to the south west.

The nearest full site address and Ordnance Survey Grid Reference is provided in Table 1 with the site location shown in Figure 1.

Site Referencing Information	
Site Address	Kingsholm Stadium, Kingsholm Road, Gloucester, GL1 3AX
Grid Reference	SO8337219277 383372,219277

Table 1. Site Referencing Information

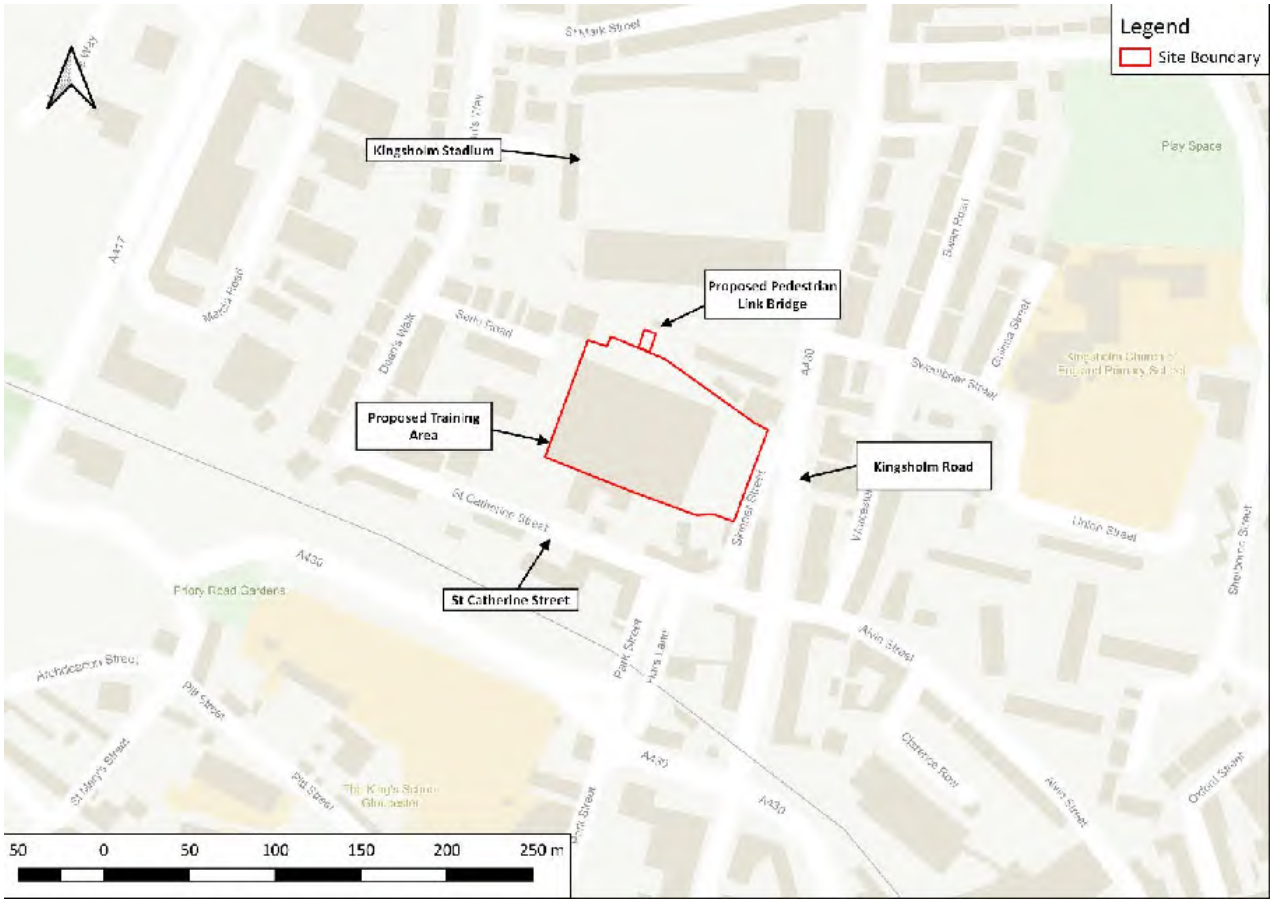


Figure 1. Site Location

2.2 Topography

No site-specific Topographical Survey has been provided at the time of writing. However, Environment Agency (EA) LiDAR data shows the site to mostly be flat with a slight fall in the north west corner from a high point of approximately 11.5m AOD along the southern boundary to a low point of approximately 10.5m AOD around the in the northern corner of site.

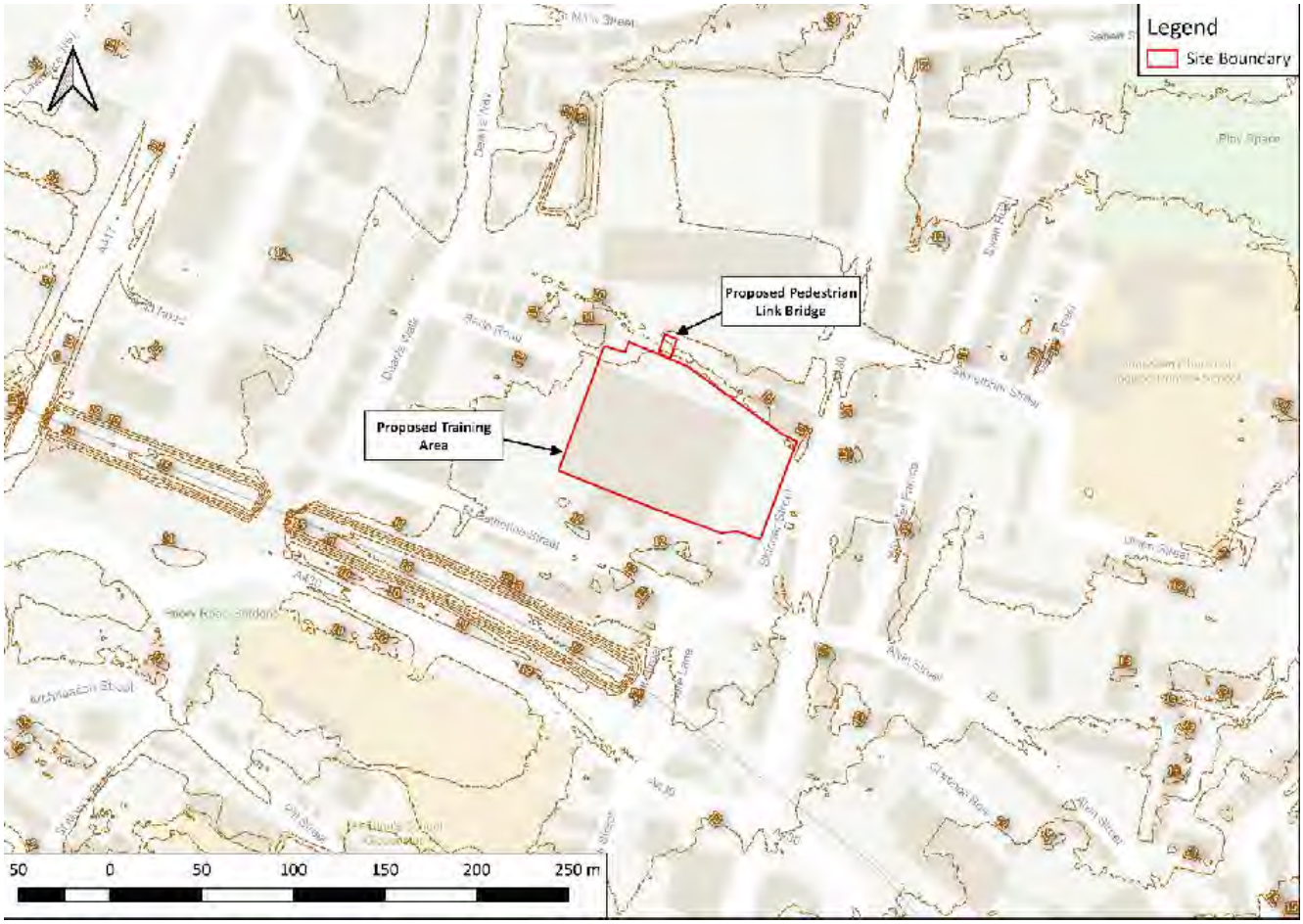


Figure 2. Site Topography

2.3 Current Site Use

The site is currently used as office / industrial use developments with private parking facilities.

2.4 Proposed Development

The proposal includes for the redevelopment of the current industrial use buildings into a training facility for Gloucester Rugby Club. The proposals also include the construction of a pedestrian link bridge over the Dockham Ditch between the training facility and Kingsholm Stadium.

3. HISTORIC FLOODING

EA Historic Flood Mapping (Figure 3) shows the site has been impacted by previous incidents of fluvial flooding from the River Severn. The Gloucester City Council Strategic Flood Risk Assessment (SFRA) (Halcrow, 2008) highlights several historic incidents in March 1947, Autumn 2000, February 2002, New Year 2003, February 2004 and Summer 2007. It should also be noted that the SFRA highlights the Rugby Club car park to be a known area of localised flooding as a result of a blocked culvert along the River Twyver which ultimately causes water to 'back-up' and flood the area.

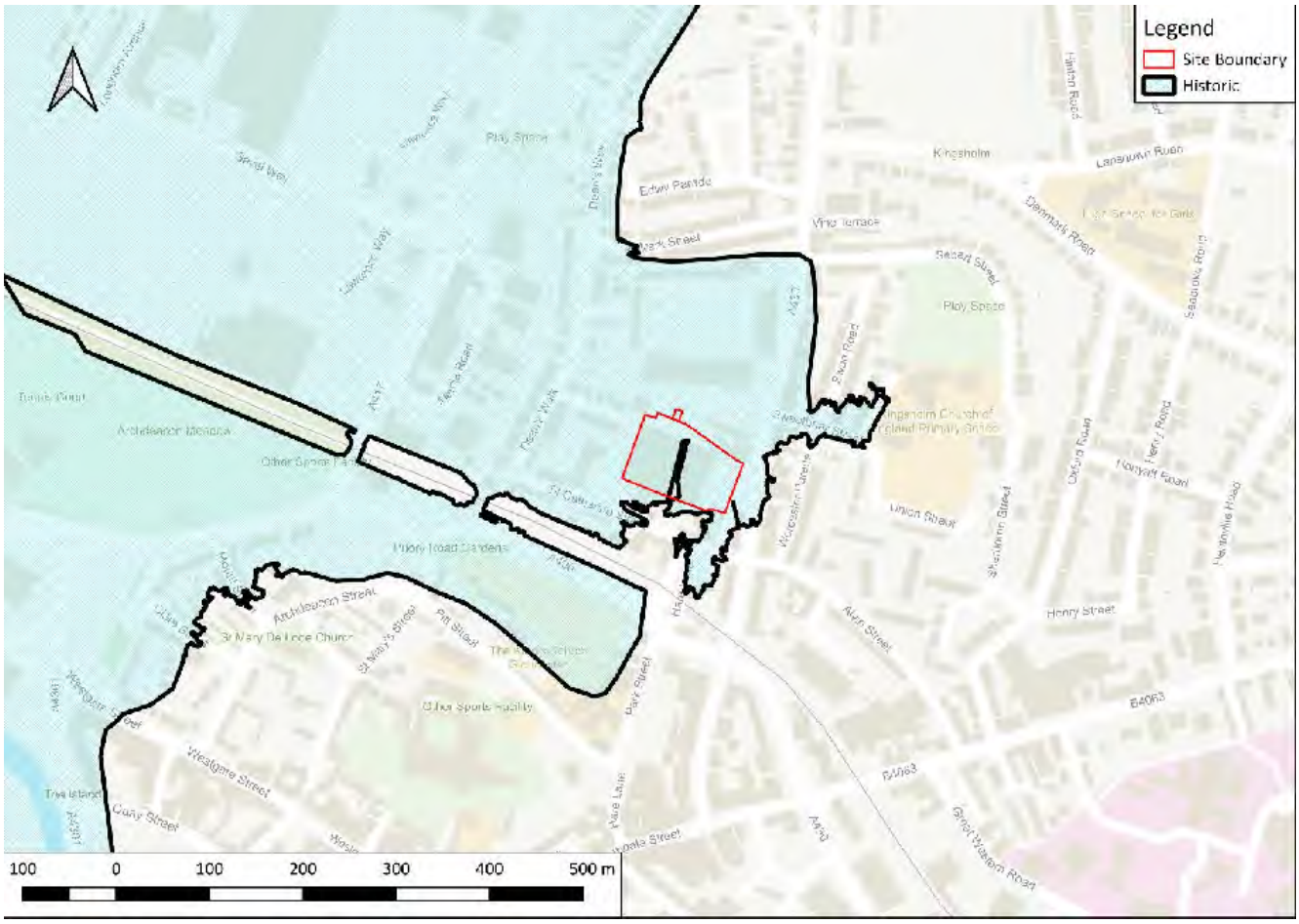


Figure 3. EA Historic Flood Map

4. SOURCES OF FLOOD RISK

4.1 Fluvial Flood Risk

The River Twyver is the closest 'Ordinary Watercourse' to the site and is heavily culverted. The watercourse opens up for an approximate 150m reach (called the Dockham Ditch) flowing near the northern boundary of the site before entering another culvert and eventually opening up approximately 400m to the north-west of the Stadium, draining into the River Severn to the west. The River Severn is approximately 700m to the south west of the site, flowing in a general southerly direction.

The EA Flood Map for Planning (Figure 4) shows the potential site to lie fully within Flood Zone 2 (Medium Risk) with the proposed pedestrian link bridge and a small portion of the north west corner of the training facility site lying within Flood Zone 3 (High Risk).

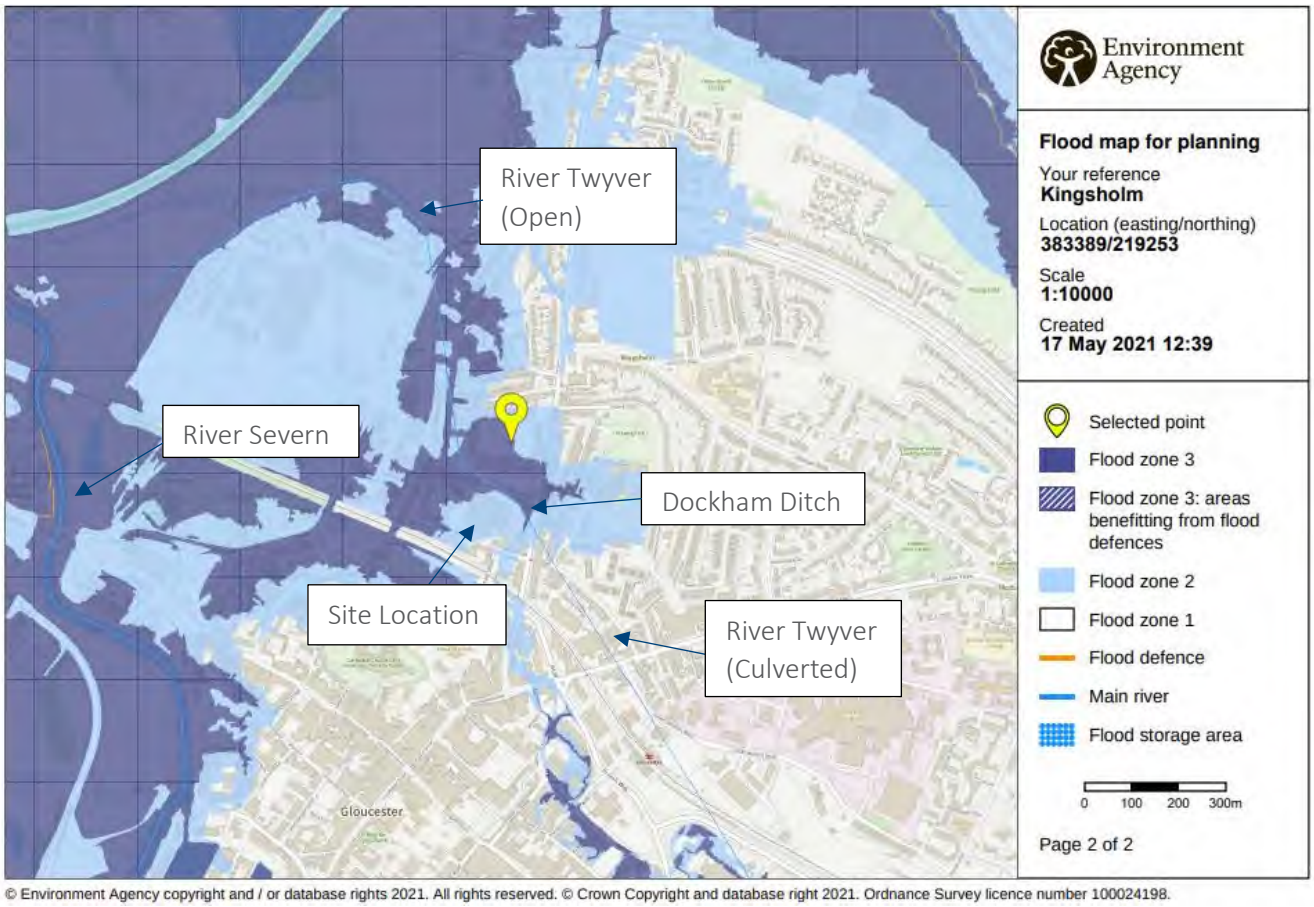


Figure 4. EA Flood Map for Planning

For reference, the EA Flood Zones are defined as follows:

- Flood Zone 1 (Low Risk) comprises land assessed as having a ≤0.1% AEP (Annual Exceedance Probability) of fluvial flooding in any given year, equivalent to the ≥1,000yr return period flood event.
- Flood Zone 2 (Medium Risk) comprises land assessed as having a 0.1-1% AEP of fluvial flooding in any given year, equivalent to the 1,000-100yr return period flood event.
- Flood Zone 3 (High Risk) comprises land assessed as having a ≥1% AEP of fluvial flooding in any given year, equivalent to the ≤100yr return period flood event.

Following a Product 4 data request to the EA, the flood outlines for the hydraulic modelling of the River Severn were provided (included at Appendix A), specifically for the 1 in 100yr (Flood Zone 3) and 1 in 1,000yr (Flood Zone 2) events. The flood outlines provided by the EA confirm the proposed training facility lies within Flood Zone 2 and the northern bounary of the site and proposed pedestrian link bridge lies within Flood Zone 3. Levels for nodes along the River Severn are provided in Appendix A. It is assumed that in the event of flooding from the River Severn and River Twyver, river levels would exceed the bank tops and flow as overland flow using the surrounding road network as flow paths. Despite flood levels not being provided around the site, analysis of EA LiDAR data has allowed an estimated flood level on the site to be determined as 11.75m AOD for the 1 in 1,000 year flood event and 11.2m AOD for the 1 in 100 year flood event. Based on this flood level, the site would be impacted in the event of fluvial flooding, however, given that Flood Zone 3 is only predicted to impact an area within the site boundary and not the building footprint the site is concluded to be at medium risk.

The data provided by the EA shows that, with climate change, flood levels in the River Severn channel near the site are predicted to increase by up to 200mm in the 1 in 100 year plus 'Upper End' Climate Change allowance flood event. This is likely to cause an increase in the flood levels on site. The River Twyver does not have detailed modelling available at the site, however, given the increase in flood levels along the River Severn and the proximity to the site, it is likely that the River Twyver would also experience an increase in flood levels. Based on a conservative assumption that flood levels within the vicinity of the site would also increase by up to 200mm, this equates to a potential flood level of 11.4m AOD in the 1 in 100 year plus 'Upper End' Climate Change allowance flood event. Based on this flood level, an increased amount of flooding would be predicted to impact the site and therefore put the site at an increased risk.

4.2 Tidal Flooding

It should be noted the EA Flood Map for Planning does not differentiate between fluvial and tidal flooding. The Gloucester SFRA does state that the flood risk to Gloucester City is *"predominantly fluvial as the River Severn* [700m to the south west of site] *becomes narrower, providing a restriction to high tides moving upstream and river flows moving downstream"*. The data from the EA confirms this by providing flood outlines for the tidal dominant scenarios of the River Severn (included at Appendix A) and shows the site to sit outside the maximum tidal extents.

As such, the risk of tidal flooding at the specified site is concluded to be 'low'.

4.3 Surface Water Flooding

Surface water flooding occurs as the result of an inability of intense rainfall to infiltrate the ground. This often happens when the maximum soil infiltration rate or storage capacity is reached. Flows generated by such events either enter existing land drainage features or follow the general topography which can concentrate flows and lead to localised ponding/flooding.

The EA Surface Water Flood Risk Map (Figure 5) shows the majority of the site to be classified as 'very low' risk. The mapping does show some isolated 'low' risk flooding predicted in the east of the site and predicted flooding in the northern corner and along the northern boundary which is likely associated with the Dockham Ditch.

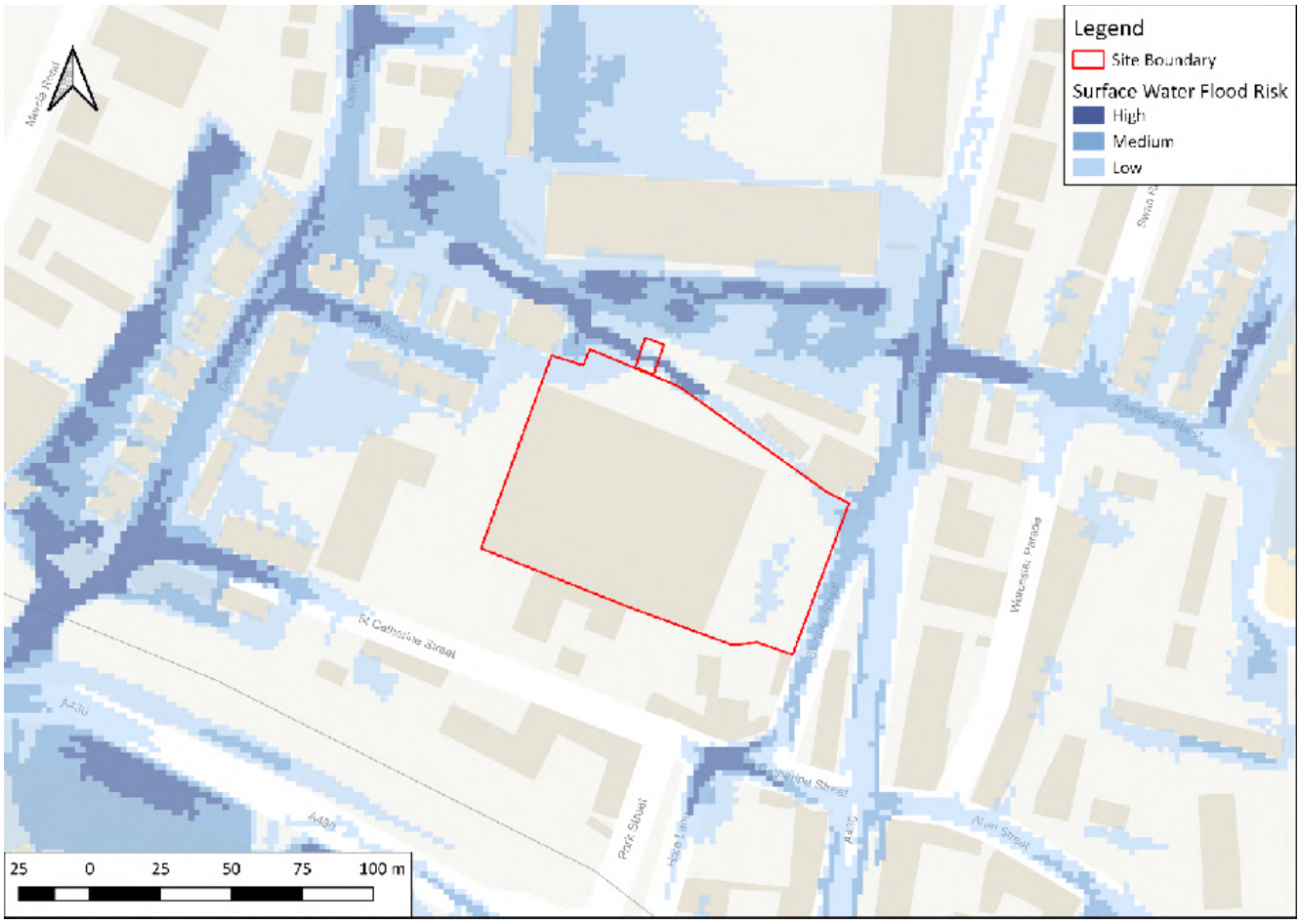


Figure 5. EA Surface Water Flood Risk Map
Contains OS data © Crown copyright (2020) and Environment Agency data under OGLv3

EA Online mapping indicates the isolated ponding in the east of the site to be 'Below 300mm' and would therefore be classed as shallow and likely an indication for locally lower lying areas. The predicted flooding in the north of the site and along the northern boundary of the training facility site is predicted to be mostly between '300 to 900mm' with some areas within the Dockham Ditch predicted to be 'Over 900mm'.

It should be noted that EA mapping does not account for any existing drainage networks and therefore it would, if anything, over predict the level of risk in an area expected to be served by an engineered drainage system.

Whilst the flooding is predicted to come within the site boundary, the proposed training facilities building footprint is not predicted to be impacted and remains at 'very low' risk. The proposed pedestrian link bridge is shown to lie within the extent of the 'high' risk flooding however the bridge will be designed as clear span with permeable barriers to enable a clear spill over the deck in the event of extreme flooding. On this basis, the site is concluded to be at low risk of flooding from surface water.

4.4 Groundwater Flooding

British Geological Survey (BGS) mapping (Figure 6) shows the site is entirely underlain by the Blue Lias Formation and Charmouth Mudstone Formation (undifferentiated) consisting of Mudstone. The mapping also indicates superficial deposits of Cheltenham Sand & Gravel to the south east of the site and Alluvium deposits to the west.

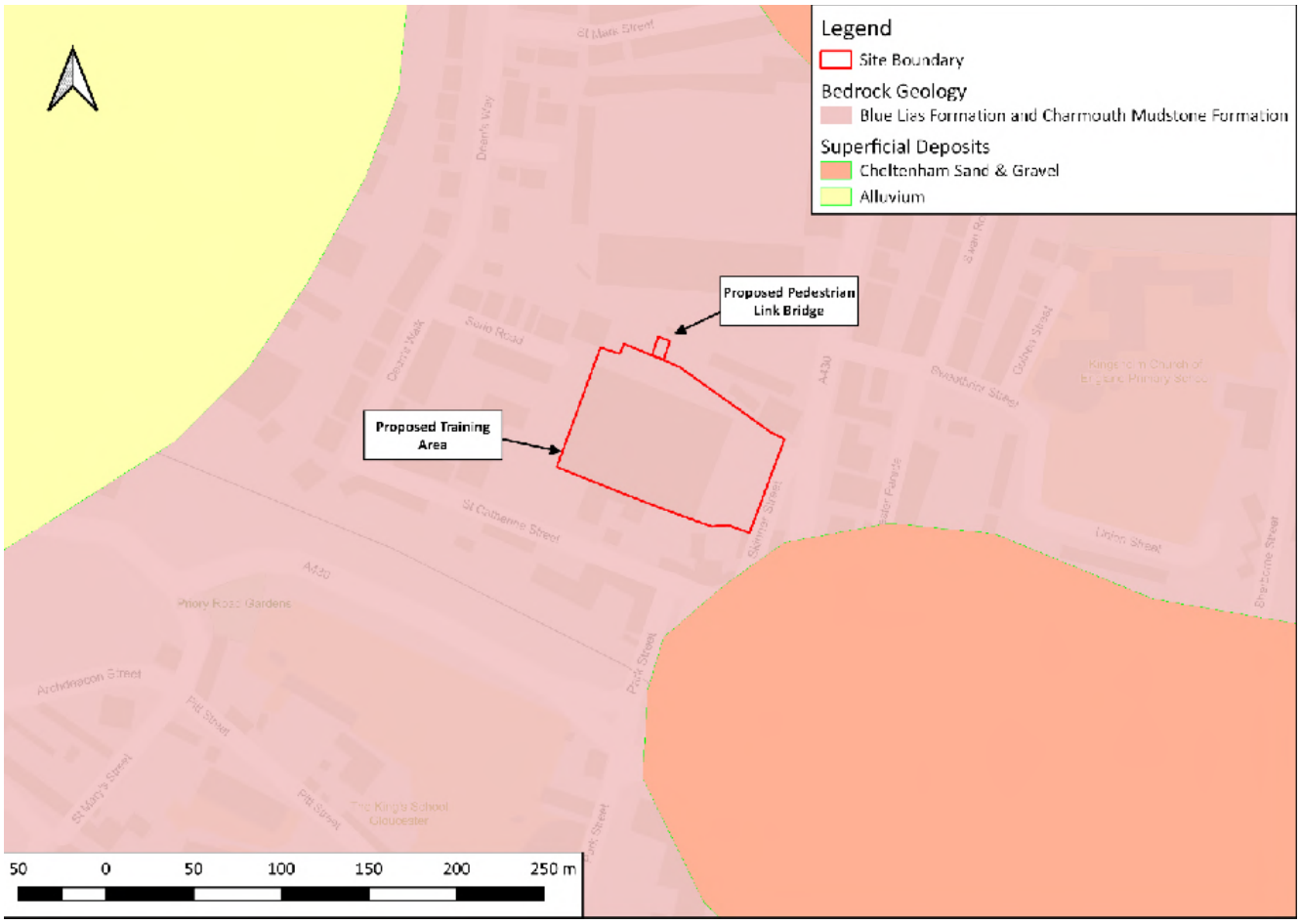


Figure 6. BGS Geological Map
Contains OS data © Crown copyright (2020) and BGS data under OGLv3

Given the generally low permeability of the underlying bedrock, it is unlikely to be conducive to groundwater, however, the more permeable superficial deposits to the south east suggest the presence of a perched water table is possible. The proximity to the River Severn and the River Twyver suggests that the groundwater levels are likely in hydraulic connectivity with the river levels and therefore fluctuate in response to the channel water level. As a result, the fluvial flood risk indicated near the site (as discussed in Section 4.1) is considered to be representative of the 'worst-case' groundwater flooding scenario at the site.

The SFRA does not report of any historic occurrences of groundwater flooding in Gloucester or specifically at the site and therefore the risk of groundwater flooding is concluded to be 'low'.

4.5 Infrastructure Failure Flooding

The developed nature of the site and the surrounding developments suggest it is likely that there is an existing drainage network serving the area. In the event of any surcharging or blockage of the sewer network, water will overflow from the pipe network and travel along overland flow routes with the prevailing topography as 'sheet flow' and shallow in nature. This type of flooding is known to have occurred on the Kingsholm Stadium site, specifically in the car park in the south-west of the Stadium grounds (See Section 3). This is caused by the urban drainage network in the area flowing into the nearby River Severn and River Twyver in which, at times of fluvial flooding and elevated river levels, flows are known to back-up and surcharge in the Rugby Stadium car park.

Gloucester's urban drainage network is interdependent on the water levels in the rivers, meaning when river levels reach maximum capacity the sewer system can often become blocked and heavily silted. The SFRA also indicates the GL1 3 postcode to be at a high level of risk with a number of recorded incidents. The reasons as stated in the SFRA are:

"Sewer flooding occurs when urban drainage networks become overwhelmed and maximum capacity is reached. This can occur if there is a blockage in the network causing water to back up behind it or if the sheer volume of water draining into the system is too great to be handled."

and;

"During periods of low flow, for example summer months, sewers become susceptible to blockage as the low flows are unable to transport solids. This leads to deposition and gradual build-up of solid debris."

Given that the known sewer failure flooding occurs away from site and would likely follow the prevailing topography to the south-west, the site is concluded to be at low risk of flooding from sewer failure.

The EA Reservoir Failure Extent mapping (EA, 2020)[1] does not show the site to lie within the extent of potential reservoir flooding and, with no canals or further infrastructure located in the surrounding area it can be concluded that the risk of flooding from infrastructure failure is 'negligible'.

[1] EA Long Term Flood Risk Maps - https://flood-warning-information.service.gov.uk/long-term-flood-risk/map

5. NATIONAL PLANNING POLICY FRAMEWORK

5.1 Sequential and Exception Tests

This assessment has demonstrated that the site is on land designated as Flood Zone 2 and 3 by the EA's detailed flood risk mapping for the area, but is at low or negligible risk of flooding from all other potential sources.

The NPPF Sequential Test requires that a sequential approach is followed to steer new development to areas with the lowest probability of flooding (i.e. Flood Zone 1, then 2, then 3).

The proposed development will occupy the current building and on the basis that the building footprint does not change (i.e. finished floor levels (FFLs) are not altered) and there is no change to levels or new development within Flood Zone 3, it is deemed that the flood risk to the building would not change and therefore the requirements of the Sequential Test is deemed to have been met for the training facility, subject to confirmation by the Local Planning Authority.

The proposed development falls under the category of 'less vulnerable' development in accordance with Paragraph 066 of the NPPF planning practice guidance. Table 2 shows the flood risk vulnerability / Flood Zone compatibility matrix from Paragraph 067 of the planning practice guidance.

Flood Risk Vulnerability Classification	Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone 1	✓	✓	✓	✓	✓
Flood Zone 2	✓	✓	Exception Test required	✓	✓
Flood Zone 3a	Exception Test required	✓	X	Exception Test required	✓
Flood Zone 3b	Exception Test required	✓	X	X	X

Where ✓ means development is appropriate and X means development should not be permitted

Table 2. Flood Risk Vulnerability and Flood Zone Compatibility Matrix

The NPPG Flood Risk Vulnerability and Flood Zone Compatibility matrix indicates that 'less vulnerable' developments are appropriate within Flood Zones 2 and 3 without the application of the Exception Test and accordingly is concluded to not be required in this instance.

5.2 Mitigation Measures

Whilst an Exception Test is not explicitly required under the NPPG, the following section details any measures recommended to mitigate any 'residual' flood risks and to ensure that the proposed development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, akin to the requirements of section 'b' of the Exception Test as outlined in the NPPF.

5.2.1 Finished Floor Levels.

So as to not increase flood risk to the development, it is recommended that the current building footprint not be altered and no development / changing of levels is to occur within Flood Zone 3.

It is recommended that, where possible, the ground floor thresholds of any new developments (set outside of Flood Zone 3) are set above the adjacent ground levels by a minimum of 150mm either by raising the floor level above existing ground levels or sloping ground levels away from the buildings. This will reduce the 'residual' risks of surface water flooding (i.e. blockage of the drainage network serving the site or exceedance of the drainage design capacity) by directing run-off away from the buildings.

The proposed pedestrian link bridge is to be a clear span structure and it is recommended to include water compatible post and rails to allow water, in the event of flooding, to spill over the deck and therefore have a negligible impact on flood risk to the site.

5.2.2 Access and Egress

Access to the site will be via an existing entrance off Kingsholm Road or St Catherine Street, which are shown to be within Flood Zone 2 and to be at an increased risk of surface water flooding. As such, it is proposed that safe access and egress is addressed through a Flood Evacuation Management Plan (if one does not already exist for the site) which should highlight the flood risk to occupants and detail the procedures to follow in the event of a Flood Warning from the EA being issued for the area. It is noted that the site is an events venue and therefore safety personnel would be on site when in use and would manage any need for evacuation.

It should also be noted that given the number of recent flood events in Gloucester, there are good warning systems serving the area with emergency services and councils well versed in implementing measures in the event of a flood.

5.2.3 Maintenance & Management

Given the importance of the Dockham Ditch to the north of the site in draining flows away from site it is recommended a maintenance plan of regular checks and clearance (in line with riparian responsibilities) is implemented to ensure the watercourse and subsequent culverts does not become a hazard.

5.2.4 Floodplain Storage

On the basis that the site has been demonstrated to be at low risk of flooding, and therefore outside a functioning floodplain, the proposed development is not considered to increase flood risk within the catchment through a loss of floodplain storage, and accordingly no mitigation measures are required in this respect. Additionally, none of the proposals are understood to result in any alteration to ground levels and will therefore haven no impact on floodplain storage.

The proposed pedestrian link is proposed as being a clear span structure that will result in no impedance of flows in the channel. In a flood event the proposed are such that this would allow free movement of water and meet general EA requirements for footbridge links. This, like the wider proposals, will have no impact on floodplain storage.

6. SUMMARY

This Flood Risk Assessment (FRA) report has been prepared by Hydrock on behalf of The Development Studio in support of a Planning Application for the proposed Training Facility and pedestrian link bridge near Kingsholm Rugby Stadium, Gloucester.

A detailed assessment of flood risk has identified that the site is located within Flood Zone 2 & 3 (Medium and High Risk) in respect of fluvial flood risk, but is at 'low' or 'negligible' risk of flooding from all other potential sources.

On the basis that the building footprint is not being altered and therefore no change in flood risk is occuring, the requirements of the Sequential Test are deemed to have been met, subject to confirmation from the Local Planning Authority.

In accordance with the NPPF and NPPG, the Exception Test is concluded to not be required in this instance.

It is recommended that the proposed pedestrian link bridge is designed as clear span with a water compatible design to allow flood waters to spill over the deck and have a negligible impact to flood risk.

The proposed site access roads, Kingsholm Road & St Catherine Street, are shown to be at risk of fluvial and surface water flooding. As such, it is recommended that safe access and egress is addressed by a Flood Evacuation Management Plan (if one does not already exist) which should highlight the flood risk to occupants and detail the procedures to follow in the event of a Flood Warning from the EA being issued for the area.

A maintenance plan of regular checks to the Dockham Ditch is recommended (in line with riparian responsibilities) to ensure the watercourse and culverts do not become a hazard.

The proposed development is not considered to increase flood risk within the catchment through a loss of floodplain storage.

This report therefore demonstrates that, in respect of flood risk, the proposed development of the site:

- Is suitable in the location proposed.
- Will be adequately flood resistant and resilient.
- Will not place additional persons at risk of flooding, and will offer a safe means of flood warning and evacuation.
- Will not increase flood risk elsewhere as a result of the proposed development through the loss of floodplain storage or impedance of flood flows.
- Will put in place measures to ensure surface water is appropriately managed.

As such, the Application is concluded to meet the flood risk requirements of the NPPF.

Hydrock Consultants Limited

7. REFERENCES

References			
	Author	Date	Description
A	Halcrow	September 2008	Gloucester City Council Strategic Flood Risk Assessment Level 1 (https://www.gloucestershire.gov.uk/media/6815/gloucester_city_council_level_1_sfra_final-28382.pdf)

Appendix A - EA Product 4

Reference	Title
214745	Product 4 (Detailed Flood Risk Data) for 'Kingsholm', Gloucester, GL1 3AX
214745	Tidal Severn Model Node Location Map centred on GL1 3AX - created 04/05/2021 [214745]
214745	Climate Change allowances for planning (SHWG area)

Product 4 (Detailed Flood Risk Data) for 'Kingsholm', Gloucester, GL1 3AX

Reference number: 214745
Date of issue: 05 May 2021

Model Information

The following information and attached maps contain a summary of the modelled information relevant to the area of interest. The information provided is based on the best available data as of the date of issue.

Model Name	Release Date
Tidal Severn	2007
Tidal Severn Climate Change Re-run	2020
Caveat	
Please note; The River Twyver is partially culverted in this location and will also pose a risk of flooding to the site. There is currently no detailed modelling available from the Agency for the River Twyver for this location.	

Flood Map for Planning (Rivers and Sea)

The Flood Map for Planning (Rivers and Sea) indicates the area at risk of flooding, **assuming no flood defences exist**, for a flood event with a 0.5% chance of occurring in any year for flooding from the sea, or a 1% chance of occurring in any year for fluvial (river) flooding (Flood Zone 3). It also shows the extent of the Extreme Flood Outlines (Flood Zone 2) which represents the extent of a flood event with a 0.1% chance of occurring in any year, or the highest recorded historic extent if greater. The Flood Zones refer to the land at risk of flooding and **do not** refer to individual properties. It is possible for properties to be built at a level above the floodplain but still fall within the risk area.

The Flood Map only indicates the extent and likelihood of flooding from rivers or the sea. It should also be remembered that flooding may occur from other sources such as surface water, sewers, road drainage, etc.

To find out which flood zone a location is in please use: https://flood-map-for-planning.service.gov.uk/

Definition of flood zones

- **Zone 1** - The area is within the lowest probability of flooding from rivers and the sea, where the chance of flooding in any one year is less than 0.1% (i.e. a 1000 to 1 chance).

[redacted]

- **Zone 2** - The area which falls between the extent of a flood with an annual probability of 0.1% (i.e. a 1000 to 1 chance) fluvial and tidal, or greatest recorded historic flood, whichever is greater, and the extent of a flood with an annual probability of 1% (i.e. a 100 to 1 chance) fluvial / 0.5% (i.e. a 200 to 1 chance) tidal. (Land shown in light blue on the Flood Map).
- **Zone 3** - The chance of flooding in any one year is greater than or equal to 1% (i.e. a 100 to 1 chance) for river flooding and greater than or equal to 0.5% (i.e. a 200 to 1 chance) for coastal and tidal flooding.

Note: The Flood Zones shown on the Flood Map for Planning (Rivers and Sea) do not take account of the possible impacts of climate change and consequent changes in the future probability of flooding. Reference should therefore also be made to the Strategic Flood Risk Assessment when considering location and potential future flood risks to developments and land uses.

Areas Benefitting From Defences

Where possible we show the areas that benefit from the flood defences, in the event of flooding:

- from rivers with a 1% (1 in 100) chance in any given year, or;
- from the sea with a 0.5% (1 in 200) chance in any given year.

If the defences were not there, these areas would flood. Please note that we do not show all areas that benefit from flood defences.

The associated Dataset is available here: https://data.gov.uk/dataset/flood-map-for-planning-rivers-and-sea-areas-benefiting-from-defences

[redacted]

Node Data / Modelled Levels

The node point map will show a selection of model node points near to your site. The tidal & fluvial levels for these node points are shown below.

Flood Levels (m AOD)

The modelled levels are given in m AOD (N), m AOD indicates metres Above Ordnance Datum (Newlyn).

The information is taken from the model referenced above and may not include the updated climate change figures.

			Annual Exceedance Probability - Maximum Water Levels (m AOD) (defended)									
Node Label	**Easting**	**Northing**	**20% Fluvial, 1.33% Tidal**	**20% Fluvial, 1% Tidal**	**20% Fluvial, 0.5% Tidal**	**20% Fluvial, 0.5% inc. 20% increase in inflows**	**20% Fluvial, 0.1% Tidal**	**1.33% Fluvial, 50% Tidal**	**1% Fluvial, 50% Tidal**	**1% Fluvial, 50% Tidal inc. 20% increase in inflows**	**0.5% Fluvial, 50% Tidal**	**0.1% Fluvial, 50% Tidal**
LCR09	382915	220679	10.58	10.59	10.61	10.93	10.65	11.13	11.19	11.59	11.33	12.11
LCR12	382632	220430	10.57	10.58	10.59	10.93	10.64	11.14	11.20	11.55	11.31	12.00
LCR14	382219	220230	10.57	10.58	10.60	10.90	10.64	11.08	11.13	11.48	11.26	11.96
LCR16	382074	219913	10.55	10.56	10.57	10.88	10.61	11.07	11.13	11.49	11.25	11.95
LCR18	382191	219660	10.42	10.43	10.45	10.74	10.51	10.76	10.80	11.09	10.89	11.41
PUMPUS	382396	219418	10.47	10.48	10.50	10.83	10.56	10.94	11.00	11.36	11.12	11.84
PUMPDS	382383	219328	10.40	10.42	10.44	10.75	10.50	10.79	10.84	11.15	10.95	11.51
WESTUS	382427	219096	10.39	10.40	10.43	10.72	10.49	10.73	10.77	11.08	10.87	11.45
WESTDS	382400	2190110	10.34	10.36	10.38	10.66	10.44	10.60	10.64	10.92	10.72	11.23
LCR25	382480	218879	10.34	10.36	10.38	10.66	10.44	10.61	10.65	10.94	10.73	11.27

[redacted]

			Climate Change Scenarios – Maximum Water Levels (m AOD) (defended)							
Node Label	**Easting**	**Northing**	**Fluvial 2020 HC**	**Tidal 2020 HC**	**Fluvial 2020 UE**	**Tidal 2020 UE**	**Fluvial 2040 HC**	**Tidal 2040 HC**	**Fluvial 2040 UE**	**Tidal 2040 UE**
LCR09	382915	220679	11.45	10.62	11.64	10.63	11.64	10.66	11.90	10.67
LCR12	382632	220430	11.42	10.61	11.59	10.62	11.59	10.64	11.82	10.66
LCR14	382219	220230	11.36	10.61	11.53	10.62	11.53	10.65	11.77	10.66
LCR16	382074	219913	11.36	10.62	11.53	10.62	11.53	10.65	11.77	10.66
LCR18	382191	219660	10.98	10.47	11.11	10.48	11.11	10.51	11.28	10.53
PUMPUS	382396	219418	11.23	10.52	11.39	10.53	11.39	10.56	11.64	10.58
PUMPDS	382383	219328	11.04	10.46	11.18	10.47	11.18	10.50	11.37	10.52
WESTUS	382427	219096	10.95	10.45	11.09	10.46	11.09	10.49	11.30	10.51
WESTDS	382400	2190110	10.79	10.41	10.91	10.41	10.91	10.45	11.10	10.47
LCR25	382480	218879	10.80	10.41	10.93	10.41	10.93	10.45	11.13	10.47

[redacted]

			Climate Change Scenarios – Maximum Water Levels (m AOD) (defended)							
Node Label	**Easting**	**Northing**	**Fluvial 2070 HC**	**Tidal 2070 HC**	**Fluvial 2070 UE**	**Tidal 2070 UE**	**Fluvial 2125 HC**	**Tidal 2125 HC**	**Fluvial 2125 UE**	**Tidal 2125 UE**
LCR09	382915	220679	11.82	10.73	12.40	10.77	11.82	10.92	12.40	11.06
LCR12	382632	220430	11.75	10.72	12.27	10.76	11.75	10.92	12.27	11.07
LCR14	382219	220230	11.69	10.72	12.22	10.76	11.69	10.91	12.22	11.06
LCR16	382074	219913	11.69	10.72	12.22	10.76	11.69	10.91	12.22	11.06
LCR18	382191	219660	11.23	10.60	11.55	10.65	11.23	10.83	11.55	11.01
PUMPUS	382396	219418	11.56	10.65	12.09	10.70	11.56	10.88	12.09	11.04
PUMPDS	382383	219328	11.31	10.59	11.67	10.65	11.31	10.83	11.67	11.01
WESTUS	382427	219096	11.23	10.58	11.61	10.64	11.23	10.83	11.61	11.00
WESTDS	382400	2190110	11.04	1054	11.36	10.60	11.04	10.79	11.36	10.98
LCR25	382480	218879	11.07	10.55	11.39	10.60	11.07	10.79	11.39	10.98

Note;

All Climate Change levels detailed above represent respective high risk events in each instance (i.e. a 1% or 1 in 100 year for fluvial, 0.5% or 1 in 200 year for tidal).

HC = Higher Central

UE = Upper End

[redacted]

Modelled Flood Extents

Available modelled flood outlines produced as part of the detailed modelling have been provided to you in GIS format, these show modelled flood extents taking into account flood defences. Climate change will increase flood risk due to overtopping of defences.

Please note; there are currently no available GIS layers for the respective Climate Change scenarios.

https://ea.sharefile.com/d-s38674e346cc471f8

Climate Change

The 'Flood Risk Assessments: Climate Change Allowances' are published on gov.uk. This is in replacement of previous climate change allowances for planning applications. You will need to consider this data and factor in the new allowances to demonstrate the development will be safe from flooding. The climate change factors are now more complex and a single uplift percentage across England cannot be justified.

It remains the applicant's responsibility to demonstrate through their proposal and flood risk assessments that new developments will be safe in flood risk terms for its lifetime.

Recorded Flood Outlines

Please find tabulated information below for records of historic flood events.

Flood Event Date	Source of Flooding	Cause of Flooding
March 1947	River Severm	Channel capacity exceeded (no raised defences)
July 2007	River Twyver	Channel capacity exceeded (no raised defences)

The corresponding recorded flood outline/s can be accessed here:
https://data.gov.uk/dataset/recorded-flood-outlines1

Please note; the records of flooding from between October 2019 and March 2020 and beyond are still being reviewed, the outcomes of which have not yet been published or reflected within this request for information.

The Recorded Flood Outlines take into account the presence of defences, structures, and other infrastructure where they existed at the time of flooding. It includes flood extents that may have been affected by overtopping, breaches or blockages. Any flood extents shown do not necessarily indicate that properties were flooded internally. It is also possible that the pattern of flooding in this area has changed and that this area would now flood or not flood under different circumstances.

Please note that our records are not comprehensive and that the map is an indicative outline of areas which have previously flooded, not all properties within this area will have flooded. It is possible that other flooding may have occurred that we do not have records for.

You may also wish to contact your Local Authority or Internal Drainage Board (where relevant), to see if they have other relevant local flood information.

[redacted]y

Defence Data

Flood defences do not completely remove the chance of flooding. They can be overtopped by water levels which exceed the capacity of the defences.

If flood defences are located in your area, you can access this data here:
https://data.gov.uk/dataset/spatial-flood-defences-including-standardised-attributes

Supporting Information

Surface Water

Managing the risk of flooding from surface water is the responsibility of Lead Local Flood Authorities. The 'risk of flooding from surface water' map has been produced by the Environment Agency on behalf of government, using Lead Local Flood Authority surface water information.

You may wish to contact your Local Authority who may be able to provide information on surface water.

It is not possible to say for certain what the flood risk is but we use the best information available to provide an indication so that people can make informed choices about living with or managing the risks. The information we supply does not provide an indicator of flood risk at an individual site level. Further information can be found on the Agency's website:

https://flood-warning-information.service.gov.uk/long-term-flood-risk/map

Additional Details

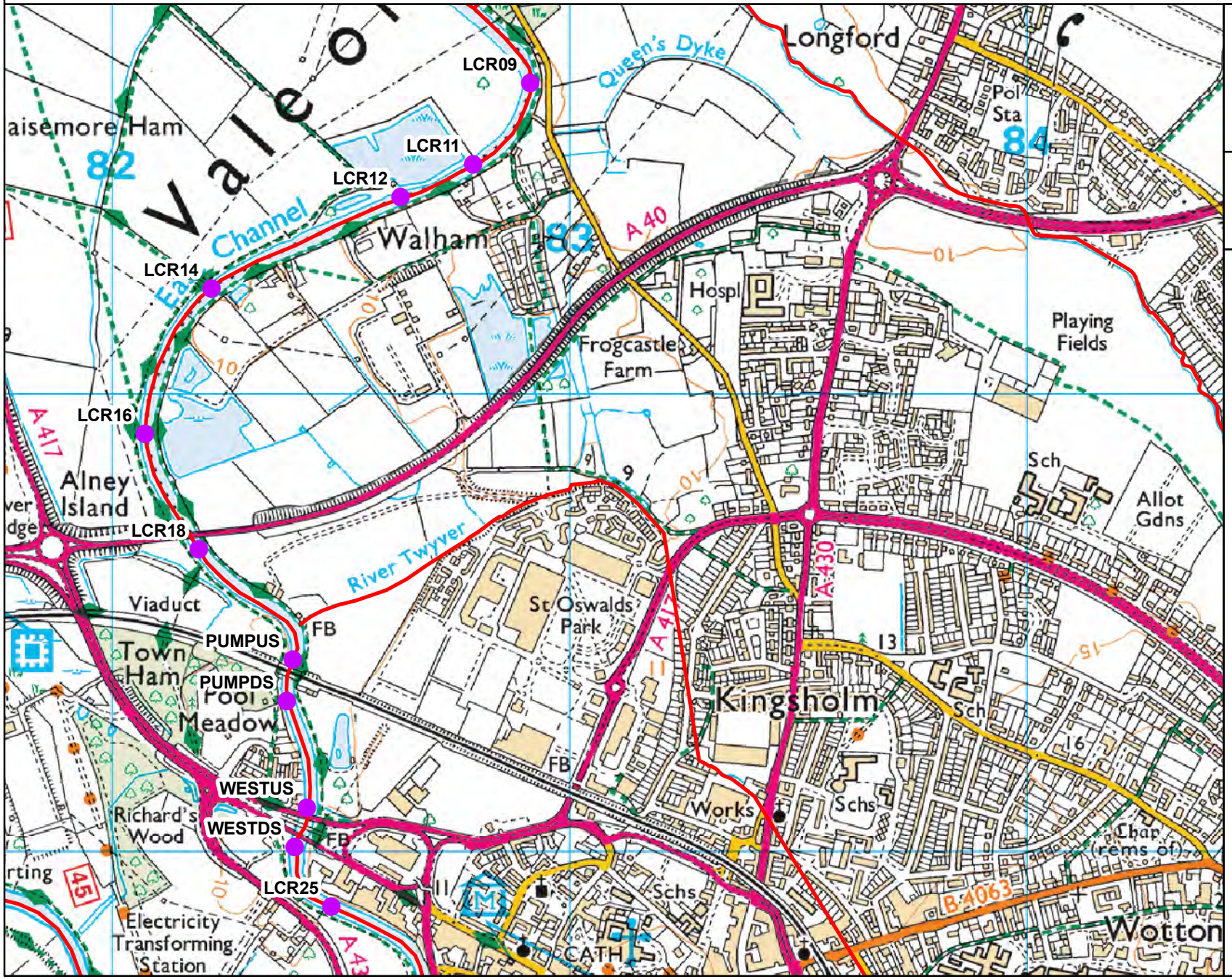
Further details about the Environment Agency information supplied can be found on the GOV.UK website:

https://www.gov.uk/browse/environment-countryside/flooding-extreme-weather

If you have requested this information to help inform a development proposal, then you should note the information on GOV.UK on the use of Environment Agency Information for Flood Risk Assessments:

https://www.gov.uk/planning-applications-assessing-flood-risk
https://www.gov.uk/government/publications/pre-planning-application-enquiry-form-preliminary-opinion

Tidal Severn Model Node Location Map centred on GL1 3AX - created 04/05/2021 [214745]



Environment Agency

Scale 1: 12000

Legend

- Tidal Severn Model Node Point
- Main River

Created by Partnerships and Strategic Overview Team, West Midlands

Flood Risk and Coastal Change

Climate Change allowances for planning (SHWG area)

March 2016
(Sept 2020 update)

The National Planning Practice Guidance refers to Environment Agency guidance on considering climate change in planning decisions which is available online: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

This has been updated and replaces the September 2013 guidance.

It should be used to help planners, developers and advisors implement the National Planning Policy Framework (NPPF)'s policies and practice guidance on flood risk. It will help inform Flood Risk Assessments (FRA's) for planning applications, local plans, neighbourhood plans and other projects.

Fluvial flooding – peak river flows

Table 1 of the guidance advises that an allowance should be added to 'peak river flows' to account for 'climate change' which should be specific to a river basin district catchment.

In Shropshire, Herefordshire, Worcestershire and Gloucestershire area, we would refer you to the relevant extract from Table 1 below. This outlines the **'peak river flows'** within the 'Severn River Basin District', and specifies the range of percentage allowances to reflect individual development's lifetime and vulnerability. For example, residential would be 100 years (so 2070-2115).

Table 1 Extract

Severn Peak River Flows: Total potential change anticipated	2015-39	2040-2069 (less vulnerable)	2070-2115 (more vulnerable)
Upper end	25%	40%	70%
Higher central	15%	25%	35%
Central	10%	20%	25%

Sea Level rise allowances

Table 3 of the guidance (extract below) indicates that net sea level risk is as follows (updated from the 2013 version).

Area of England	Allowance	2000 to 2035 (mm)	2036 to 2065 (mm)	2066 to 2095 (mm)	2096 to 2125 (mm)	Cumulative rise 2000 to 2125 (metres)
South West	Higher central	5.8 (203)	8.8 (264)	11.7 (351)	13.1 (393)	1.21
South West	Upper end	7 (245)	11.4 (342)	16 (480)	18.4 (552)	1.62

Note - For sites utilising the Severn tidal model the above allowances should be considered and applied. As of August 2020, specific updated flood level data is now available for the 2096 to 2125 epoch based upon the Environment Agency's

Tidal Severn model within the West Midlands area and will be provided where relevant as part of our Request For Information service; contact Enquiries_Westmids@environment-agency.gov.uk

Flood Risk Assessment considerations:

The design flood (1% flood level fluvial, or 0.5% tidal, plus climate change allowance) should be used to inform the sequential test, including appropriate location of built development; consideration of flood risk impacts, mitigation/enhancement and ensure 'safe' development.

Vulnerability classification

- Development classed as 'Essential Infrastructure' (as defined within Table 2 - Flood Risk Vulnerability Classification, Paragraph: 066 Reference ID: 7-066-20140306 of the NPPG) should be designed to the 'upper end' climate change allowance (70%).

- For highly vulnerable or more vulnerable development e.g. housing, the FRA should use the 'higher central' climate change allowance (35%), as a minimum, to inform built in resilience; but aim to incorporate managed adaptive approaches/measures for the 'upper end' allowance (70%) where feasible.

- For water compatible or less vulnerable development e.g. commercial, the FRA should use the 'central' climate change allowance (20%), as a minimum, to inform built in resilience; but aim to incorporate managed adaptive approaches/measures for the 'higher central' allowance (25%) where feasible.

Modelling approach

- Major Development:

  For 'major' development (as defined within The Town and Country Planning Development Management Procedure (England) Order 2015)*, see definition note below, we would expect a detailed FRA to provide an appropriate assessment (hydraulic model) of the 1% with relevant climate change ranges.

  There are two options:

  Scenario 1 - Produce a model and incorporate relevant climate change allowances in Table 1.

  Scenario 2 - Re-run an existing model and incorporate relevant climate change allowances in Table 1.

- Non Major Development:

  For 'non major' development, we would advise that a model is produced or existing model is re-run, similar to the above approach (Scenario 1 and 2). This would give a greater degree of certainty on the design flood extent to inform a safe development.

  However, for 'non major' development only, in the absence of modelled climate change information it may be reasonable to utilise an alternative approach. To assist applicants and Local Planning Authorities we have provided some 'nominal' climate change allowances within the 'Table of nominal allowances' below. These should be considered as appropriate within any FRA. There are three additional options:

  Scenario 3 - Where previous modelled data (for a variety of return periods) is available, you could interpolate your own climate change figure (see note iv below).

  Scenario 4 - Where the 1% level is available from an existing model add on the relevant 'nominal climate change allowance' provided in the 'Table of nominal allowances' below.

  Scenario 5 - Establish the 1% level, for example using topographical levels (including LiDAR) and assessment of watercourse flow and nature and then add on the relevant 'nominal climate change allowances' provided in the 'Table of nominal allowances' below.

[redacted]

*Note: For definitions of 'major' development see 'Interpretation 2.—(1)', on page 5, at:
www.legislation.gov.uk/uksi/2015/595/pdfs/uksi_20150595_en.pdf

Table of Nominal Allowances

Watercourse	20% - 25%	35% - 40%	70%
Upper Severn	600mm	850mm	1500mm
River Wye			
River Teme			
River Avon	400mm	600mm	1000mm
Lower Severn	400mm	600mm	1000mm
Tributaries and 'ordinary watercourses'	200mm	300mm	500mm

Notes to above:-

(i) Watercourse definition:
The "Upper Severn"/"Lower Severn" boundary is taken as Lincomb Weir, Worcestershire (national grid reference SO8196869458).

An 'Ordinary Watercourse' is a watercourse that does not form part of a main river. Main Rivers are indicated on our Flood Map. You can also check the classification of the watercourse with the LLFA, some of which have produced Drainage and Flooding Interactive Maps.

(ii) Where a site is near the confluence of two, or more, watercourses, the FRA should use the larger river climate change allowances.

(iii) We may hold more precise information for some of the "tributaries". We would recommend that you seek this information from us via a 'pre-planning enquiry/data request', to the email address below.

(iv) We would also recommend that you contact us for our modelled '20%' allowances and associated flow data. This is available for some rivers. This data may help inform a more detailed climate change analysis (where necessary), including any interpolation of levels or flow to create a 'stage discharge rating' in order to estimate the required percentage; or be of assistance to inform 'less vulnerable' or 'water compatible' development proposals.

IMPORTANT NOTE
Please note the nominal climate change allowances are provided as a pragmatic approach, for consideration, in the absence of a modelled flood level and the applicant undertaking a detailed model of the watercourse. Use of nominal climate change allowances are not provided/ recommended as a preference to detailed modelling and historical data.

The Local Planning Authority may hold data within their Strategic Flood Risk Assessment (SFRA), or any future updates, which may help inform the above.

FREEBOARD NOTE
It is advised that Finished Floor Levels should be set no lower than '600mm' above the 1% river flood level plus climate change. Flood proofing techniques might be considered where floor levels cannot be raised (where appropriate). This 600mm freeboard takes into account any uncertainties in modelling/flood levels and wave action (or storm surge effects).

[redacted]

Surface Water

Table 2 of the guidance also indicates the relevant increases that surface water FRA should consider for an increase in peak rainfall intensity.

The following table is for **'peak rainfall intensity'** allowance in small and urban catchments. Please note that **surface water (peak rainfall intensity) climate change allowances should be discussed with the Lead Local Flood Authority (LLFA).**

Peak Rainfall Intensity - Applies across all of England	Total potential change anticipated for 2010-2039	Total potential change anticipated for 2040-2069	Total potential change anticipated for 2070-2115
Upper end	10%	20%	40%
Central	5%	10%	20%

Note to above:-

For river catchments around or over 5 square kilometres, the peak river flow allowances are appropriate.

Produced by: WestMidsPlanning@environment-agency.gov.uk

West Midlands Area -

Shropshire, Herefordshire, Worcestershire and Gloucestershire Sustainable Places Team.