

Application for Approval of Details Reserved by Condition

Town and Country Planning Act 1990 (as amended); Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

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.

Site Location

Disclaimer: We can only make recommendations based on the answers given in the questions.

If you cannot provide a postcode, the description of site location must be completed. Please provide the most accurate site description you can, to help locate the site - for example "field to the North of the Post Office".

Number

Suffix

Property Name

Address Line 1

Address Line 2

Address Line 3

Town/city

Postcode

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

Easting (x)

Northing (y)

Description

Applicant Details

Name/Company

Title

First name

Surname

Company Name

Address

Address line 1

Address line 2

Address line 3

Town/City

Country

Postcode

Are you an agent acting on behalf of the applicant?

Yes

No

Contact Details

Primary number

Secondary number

Fax number

Email address

Agent Details

Name/Company

Title

First name

Surname

Company Name

Address

Address line 1

Address line 2

Address line 3

Town/City

Country

Postcode

Contact Details

Primary number

Secondary number

Fax number

Email address

Description of the Proposal

Please provide a description of the approved development as shown on the decision letter

Reference number

Date of decision (date must be pre-application submission)

Please state the condition number(s) to which this application relates

Condition number(s)

Has the development already started?

- Yes
 No

If Yes, please state when the development was started (date must be pre-application submission)

Has the development been completed?

- Yes
 No

Part Discharge of Conditions

Are you seeking to discharge only part of a condition?

- Yes
 No

Discharge of Conditions

Please provide a full description and/or list of the materials/details that are being submitted for approval

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

Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

- Yes
 No

Declaration

I / We hereby apply for Approval of details reserved by a condition (discharge) as described in this form and 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 options of the persons giving them. I / We also accept that: Once submitted, this information will be transmitted to the Local Planning Authority and, once validated by them, be made available as part of a public register and on the authority's website; our system will automatically generate and send you emails in regard to the submission of this application.

I / We agree to the outlined declaration

Signed

Leo Horton-Taylor

Date

15/06/2022

Christopher Kendall Town Planning Consultant

2 York Cottages
Elm Grove Road
Cobham
Surrey
KT11 3HG

[REDACTED]

[REDACTED]

**Application No 21/00846/FUL
Plot H Kingsway Business Park Quedgeley Gloucester
Erection of a building for use as a builders' merchant (storage, distribution, trade counter, offices and ancillary sales) along with associated access, landscaping, engineering operations and associated ancillary works.**

Condition 18

The development shall not be occupied until a Travel Plan has been submitted to and agreed in writing by the Local Planning Authority. The approved Travel Plan shall be implemented in accordance with the details therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason

The development will generate a significant amount of movement and to ensure that the appropriate opportunities to promote sustainable transport modes are taken up.

Background

NPPF includes;

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The reason for the condition includes;

The development will generate a significant amount of movement

The TS submitted with the application showed that the development would NOT generate a significant amount of traffic.

NPPG includes;

What are Travel Plans?

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

[REDACTED]



Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

The most significant contribution which has been incorporated into the design is the provision of a cycle shelter.

Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.

Related policy: paragraph 32

Paragraph: 003 Reference ID: 42-003-20140306

How do Travel Plans, Transport Assessments and Statements relate to each other?

The development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other.

The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers.

Travel Plans

When is a Travel Plan required?

Paragraph 111* (now para 113) of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis (ie significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility).

In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (eg minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

Paragraph: 009 Reference ID: 42-009-20140306

Revision date: 06 03 2014

How should the need for and scope of a Travel Plan be established?

The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.

This travel plan is being required after the development has been approved.

Consideration should be given at the pre-application stage to:

the form and scope of the Travel Plan;
the outcomes sought by the Travel Plan;
the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
the scope of the information needed; and
the proposals for the on-going management, implementation and review processes.
Paragraph: 010 Reference ID: 42-010-20140306

Revision date: 06 03 2014

What information should be included in Travel Plans?

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

benchmark travel data including trip generation databases;
Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
relevant information about existing travel habits in the surrounding area;
proposals to reduce the need for travel to and from the site via all modes of transport;
and
provision of improved public transport services.

They may also include:

parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.

It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development.

Any sanctions (for example financial sanctions on breaching outcomes/processes) need to be reasonable and proportionate, with careful attention paid to the viability of the development. It may often be more appropriate to use non-financial sanctions where outcomes/processes are not adhered to (such as more active or different marketing of sustainable transport modes or additional traffic management measures). Relevant implications for planning permission must be set out clearly, including (for example) whether the Travel Plan is secured by a condition or planning obligation.

Travel Plans can only impose such requirements where these are consistent with government policy on planning obligations.

Paragraph: 011 Reference ID: 42-011-20140306

Revision date: 06 03 2014

How should Travel Plans be monitored?

Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

Paragraph: 012 Reference ID: 42-012-20140306

Revision date: 06 03 2014

Submission

The site is to be operated by MKM. MKM operate over 90 branches in England, Scotland and Wales. They already implement sustainable travel practices and these will be operated at this new branch.

Traffic generated by the development falls into 4 categories;

- Goods delivered into the site
- Goods delivered out of the site
- Customers visiting the site
- Staff travelling to and from their place of work

Goods delivered into the site

Goods to the site are delivered from the manufacturer / main supplier. MKM order goods and they are delivered. It is often the case that the main supplier, eg a brick manufacturer will deliver direct to the development site. This may mean a shorter journey, but certainly means that transshipment of goods does not have to happen.



Goods delivered out of the site

MKM operate delivery vehicles out of their sites. Orders are received in the office and a delivery route prepared. This will involve multiple deliveries. The route seeks to achieve the shortest practical route, saving on time and fuel. Generally each vehicle will make between 2 and 3 runs per day.

MKM offer free delivery, regardless of order size or value, and this in itself makes a significant contribution to reducing the need for customers to visit the premises to collect goods.

Customers visiting the site

As explained above, MKM offer a free delivery service, thus avoiding the need for customers to visit the site to collect goods.

MKM have a website and goods can be ordered direct from any branch. Some customers order by telephone and some by the website, and some by email. None of these customers need to visit the site. In any MKM branch the number of office staff, manning telephones and computers, will outnumber yard staff, indicating the importance of electronic communication.

The only customers who visit MKM premises are those who wish to purchase and take their purchase away with them – they may not be able to wait for delivery. Carrying building materials and most tools on public transport and / or cycle is simply not practical and therefore there is no point in trying to encourage customers to use public transport or cycle.

Visitors are mainly small builders or private individuals. Car sharing is not a realistic option.

Therefore, the most practical means by which MKM can influence travel by customers is to continue to offer free delivery and to continue to use electronic means for ordering and paying for goods.

Staff travelling to and from their place of work

MKM have always recruited staff locally. The practical purpose of this is that locally based staff know their customers and can better respond to their needs. This means that journeys to work are relatively short.

As noted in the TS which accompanied the application, the site is accessible by two bus routes. This means that public transport is a realistic option for staff. Also, as noted in the TS the site is very accessible to cyclists. Cycle parking facilities are to be provided.

The TS discusses accessibility by rail and then bus. Whilst this would be possible, it is unlikely that staff who are living locally would need to travel by rail.

Experience from over 90 existing branches is that staff do car share through choice. Local recruitment means that staff live closer to each other so that car sharing is feasible. Rising fuel costs mean that it is attractive to them.

Leaflets could be produced giving information about bus routes, the advantages of cycling etc, but locally recruited staff will already know about bus routes etc.

A travel plan should only be required when traffic generation is significant. It was shown at the application stage that traffic generation would not be significant.

MKM have negligible control over how materials are delivered to the site and no practical control over how those customers who wish to travel to the site do so.

The biggest contribution which MKM can make to sustainable travel is to continue the long established practice of free deliveries and the increasingly used practice of electronic communication.

[Redacted]

12 June 2022

[Redacted]



Christopher Kendall Town Planning Consultant

2 York Cottages
Elm Grove Road
Cobham
Surrey
KT11 3HG

Application No 21/00846/FUL
Plot H Kingsway Business Park Quedgeley Gloucester
Erection of a building for use as a builders' merchant (storage, distribution, trade counter, offices and ancillary sales) along with associated access, landscaping, engineering operations and associated ancillary works.

Condition 16

The development shall not be occupied until a Waste Minimisation Statement for the occupation phase of that building has been submitted to and approved in writing by the Local Planning Authority. The Waste Minimisation Statement shall include;

- Provision within commercial and business areas of facilities or allocated areas to sort, store, treat and manage a majority of the waste produced internal to each of those parts of the site; and
- Suitable processing arrangements for recycling/waste collection vehicles.

Development shall be completed and maintained in accordance with the approved Waste Minimisation Statement.

Reason

In the interests of waste minimisation.

The submitted application included;

- 4.29 Site Occupation
- 4.30 A builders merchant generates very little waste.
- 4.31 Most materials are delivered unpackaged. Bricks and tiles and many other items are delivered on pallets, stored on pallets and taken to the customer on pallets. Pallets have a recycled value and can be sold prior to being re-used. Timber and pipes are brought to the site on a lorry, unloaded, stored on racking, and leave the site in the same way.
- 4.32 Bagged material, such as sand and gravel, is brought to the site in large bags, offloaded and stored on site. It is then taken to customers in the same bag.
- 4.33 Sealed bags (cement) etc are brought to the site in pallets and off-loaded as such. They are either taken to customers on a pallet or, if the bulk is broken, the pallet is then returned to the supplier.

Additional information and formal submission.

The site is to be operated by MKM. MKM operate over 90 branches in England, Scotland and Wales. They are very accustomed to dealing with waste.



MKM understand that in order to be able to sell their goods at competitive prices, they need to keep overheads to a minimum. Dealing with waste is an overhead. Storing it takes up space which could be better used for storing goods, handling it on site involves employees who would be more usefully employed doing something else, and moving it off-site means that a contractor has to be paid. The more waste produced, the more it costs. Waste is an overhead which is kept to a minimum.

Most materials are delivered to the site unpackaged. Bricks and tiles and many other items are delivered on pallets, stored on pallets and taken to the customer on pallets. They then become the property of the customer. Pallets have a recycled value and can be sold prior to being re-used. Timber and pipes are brought to the site on a lorry, unloaded, stored on racking, and leave the site in the same way.

As explained in the main statement, larger deliveries, such as bricks to a housing site will go straight to the building site from the factory.

Bagged material, such as sand and gravel, is brought to the site in large bags, offloaded and stored on site. It is then taken to customers in the same bag. The bag becomes the property of the customer. There is no waste at all in this process. Sand and gravel is not sold in smaller amounts.

Sealed bags (cement) etc are brought to the site in pallets and off-loaded as such. They are either taken to customers on a pallet or, if the bulk is broken, the pallet is then returned to the supplier.

There are no industrial processes – eg sawing and planing of timber – and therefore no industrial waste.

In practice, it is only the office and staff facilities which generate any waste. The office element of the use generates a small amount of waste, mainly paper, as do all offices. The staff facilities generate waste in the form of packaging from food brought to the site for lunch breaks, cups etc. The office and staff areas both have recyclable and non-recyclable waste receptacles.

All waste from the premises is stored on site in containers and removed by a contractor. In practice the containers are placed close to the building but not on designated parking areas. The contractor vehicle would enter the site, as do vehicles delivering goods, or taking goods out. It would load / unload and turn within the site and leave.

██
██

12 June 2022

██



Fast Charging

Twin Charger

T3 | T7 | T11 | T22 Datasheet

Twin Charger

The Pod Point Twin Charger is a dual Type 2-socketed vehicle charger suitable for commercial and public installations. The Twin charger is available for both single & 3 Phase electrical supplies and is compliant with a pay-as-you-go charging system for drivers. Every Twin charger includes and ships with a surface mount foundation plate.

Speed category	Fast Charging
Charging speed (s)	3.6kW, 7kW, 11kW and 22kW
Product family	Twin



Surface Mount Foundation attached

- Dual vehicle charging
- Wi-Fi & 3G/4G enabled*
- 3 Year Warranty
- Smart Reporting & Pod Point Network enabled

Pod Point Twin Charger Model Numbers			
T3 - 3.6kW Speed (Single Phase)	T7 - 7kW Speed (Single Phase)	T11 -11kW Speed (3 Phase)	T22 - 22kW Speed (3 Phase)
T3-S-6mA -2	T7-S-6mA -2	T11-S-6mA -2	T22-S-6mA -2
T3-S-6mA -2-RO	T7-S-6mA -2-RO	-	T22-S-6mA -2-RO

Physical Properties

Height	1330mm
Width	241mm
Depth	295mm
Weight	19 kg 22.5 kg-T22
Shipping Height	1480mm
Shipping Width	340mm
Shipping Depth	370mm
Shipping Weight	24kg 30kg - T22

Standard colours	RAL9005 RAL9003
Finish	Anti-graffiti

Operating temperature	-25°C to 50°C
Operating humidity	95%

Socket type	Universal Type 2
Socket height	1000mm
Enclosure rating	IP54 Mennekes socket

(*3G/4G on RO models only)

Power

Charge protocol	Mode 3
Rated frequency	50Hz
Over-current protection	Internal (dynamic)
RCD protection	Internal 30mAh resettable (per socket)**
DC vehicle fault protection	Internal 6mAh DC (per socket) (BS7671:2018)
RCD protection (main unit)	Internal 100mAh (time delayed)
Upstream RCD protection	Optional
Standby power consumption	8 Watts max

	T3, T7 Models Single Phase	T11 & T22 Models 3 Phase
Rate voltage	400V AC Poly phase+N	400V AC 3 phase+N
Rated output current	2 x 32A	3 x 64A
Rated output	2 x 3.6kW 2 x 7kW*	2 x 11kW* 2 x 22kW*

Standards & Compliance

Socket compliance	IEC62196-2:2016 (with lock & lock status)
Standards compliance	LVD 2014/35/EU EMCD 2014/30/EU EN61851-1 and -22 IEC62196-2:2016 CE Certified

Connectivity

Wi-Fi	(IEEE 802.11bgn) @2.4 Ghz
Connection security	Secure data encryption HTTPS
TCP	Port 443
Channel Mask	1 to 13
Scan RSSI Threshold	-95dB
Station addressing scheme	Dynamic

3G/4G	Optional modem available
Pod Point App	Pair via Wi-Fi
Smart charging	Enabled

Surface Mount Foundation (details)

Dimensions Height Width Depth	400mm 370mm 60mm
Weight	2.5Kg

*All Twin chargers can be de-rated remotely if required.

**Requires the disconnection of the charging cable

Access

- For full user guide details please see the Twin charger user guide document.
- Each charging socket is protected by a hinged flap.
- Users begin charging by connecting their charging cable with the Twin and their vehicle.
- Authenticate and confirm a charge via the Pod Point mobile application.

Data & fees

- To connect and communicate to the Pod Point network a data contract must be maintained.
- Data costs will vary alongside contract duration and feature requirements.
- All of our Twin chargers use the industry standard Mode 3 charging protocol.

Installation

- For full installation details please see the Twin charger installation guide document.
- All Twin chargers are designed for either open air or protected environments.
- Each Twin is supplied with a baseplate
- Ancillaries such as feeder pillars, protective guards, signage and more - are all available from Pod Point.
- Pod Point can provide a turn-key service for the installation and commissioning of Twin charging points.
- Pod Point chargers are not put into service or valid for their warranty until installation is in accordance with Pod Point's protocols and local regulations have been verified.

After sales service

- We will not undertake any repairs for any out-of-warranty failures without first receiving acceptance of our quotation for related costs. Refer to the Twin installation guide for further details of supply requirements.

Smart charging

- Our hardware is designed to operate in coordination with grid demands, in periods of peak local, regional or national demand, charging may be interrupted or rate-limited for brief periods to facilitate grid management.
- Where data services have been purchased from Pod Point, Pod Point will manage these limits and mitigate any significant effect on vehicle charging overall

Warranty and support

- To maintain our thirty-six-month limited warranty, installation shall be in accordance with Pod Point's guidance and all relevant legislation and installed by a certified electrician.
- Any hardware failure should be promptly reported to us, ideally by email to support@pod-point.com or by calling our support team on 0207 247 4114. You must quote the serial number and location of the product with a brief description of the failure.
- Our support team will then investigate and attempt to remotely resolve the issue. They may ask you to provide additional information to assist in this.
- If the issue cannot be resolved remotely, and the product is within warranty, we will arrange for one of our team to visit. If the issue is a result of any shortcoming in design or manufacture it will be made good free of charge or at our option, exchanged for a replacement product. If we attend site and the fault is not a result of a design or manufacture issue of our product, we will make reasonable attempts to diagnose the issue and propose a resolution which may have a fee associated with it. A call out fee will be applicable where our product is not at fault.

Limitation of liability

- In no event will we accept any liability for any loss, costs or damages consequential of the use and/or misuse of our hardware products, except and only to the extent that this is caused by our negligence.



Website: pod-point.com

pod POINT

DPP Planning
DESG
11-13 Penhill Road
Cardiff
CF11 9PQ



www.dppukltd.com

PLANNING PORTAL REFERENCE: PP-11284324

Development Management
Gloucester City Council
92 Westgate St,
Gloucester
GL1 2PE

Ref: L002/LHT

Date: 15th June 2022

Dear Sir/ Madam

Application to Discharge Conditions 13, 16, 18 and 25 of planning permission ref. 21/00846/FUL at Plot H Kingsway Business Park Quedgeley Gloucester, GL2 2SN.

On behalf of our client Robert Hitchins Ltd. please see find the attached details for the discharge of conditions 13 (Ecology Enhancement), 16 (Waste Minimisation), 18 (Travel Plan) and 25 (EV Charging) of planning permission 21/00846/FUL at Plot H Kingsway Business Park Quedgeley Gloucester, GL2 2SN.

Condition 13 (Ecology Enhancement) States:

“Prior to commencement of the use of the development hereby approved, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate the location and specification of ecological enhancement features including, but not limited to, a minimum of one bat box and one bird box, to be installed at the site. The approved measures shall be implemented prior to occupation of the building or, in the case of any measures within soft landscaped areas, within the first planting season following completion of the development, unless an alternative timetable is approved as part of the ecological enhancement plan in which case the works shall be implemented in accordance with the timetable so approved.”

Compliance with Condition 13:

In order to comply with condition 13 a soft landscape proposal demonstrating bird and bat box locations has been prepared by MHP Landscape Architects to address the requirements of the condition:

- 21119.101 SOFT LANDSCAPE PROPOSALS-A1 P

Condition 16 (Waste Minimisation) States:

“The development shall not be occupied until a Waste Minimisation Statement for the occupation phase of that building has been submitted to and approved in writing by the Local Planning Authority. The Waste Minimisation Statement shall include;

- *Provision within commercial and business areas of facilities or allocated areas to sort, store, treat and manage a majority of the waste produced internal to each of those parts of the site; and*

- *Suitable processing arrangements for recycling/waste collection vehicles.*

Development shall be completed and maintained in accordance with the approved Waste Minimisation Statement.”.

Compliance with Condition 16:

In order to comply with condition 16 a Waste Minimisation Statement (as originally submitted) along with a note prepared by Chris Kendall MRTPI on behalf of MKM to deal with the operational element of the proposal.

- 20220612 Waste
- Waste Management Plan – Plot H

Condition 18 (Travel Plan) States:

“The development shall not be occupied until a Travel Plan has been submitted to and agreed in writing by the Local Planning Authority. The approved Travel Plan shall be implemented in accordance with the details therein, and shall be continued thereafter, unless otherwise agreed in writing by the Local Planning Authority.”

Compliance with Condition 18:

In order to comply with the details required by condition 18 a Travel Plan has been prepared by Chris Kendall MRTPI on behalf of MKM. It details the plan for the 4 types of traffic generated by the site; Deliveries both in and out; customer visits; and staff travel.

- 20220612 – Travel Plan

Condition 25 (EV Charging) States:

“The development hereby permitted shall not be occupied until at least 1 no. parking space equipped with electric vehicle charging point (dual facility) has been installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter such space and charging point shall be kept available and maintained for the use of electric vehicles as approved.”

Compliance with Condition 25:

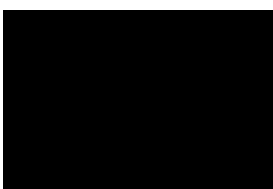
An EV Charging plan and charging specification has been provided by Inspire Design to comply with condition 25.

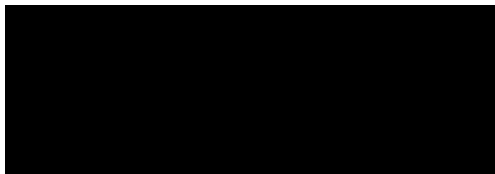
- 19782-HYD-XX-ZZ-DR-ME-0150
- 214762-IDL-01-ZZ-DR-A-P20026-PROPOSED_SITE_PLAN-S3-P05
- Charging Points

Summary

The submitted materials are considered to be sufficient to discharge the four conditions attached to permission ref. 21/00846/FUL. The prerequisite fee of £115.00 will be paid under separate cover. Should you have any issues with the submission please do not hesitate to contact me.

Yours sincerely,







**Proposed Builders Merchants, Plot H,
Kingsway Business Park, Gloucester**

Waste Minimisation & Waste Management Plan

Date: May 2021

1.0 Introduction

- 1.1 This Waste Minimisation and Management Plan has been prepared in support of the planning application for a Builders Merchants on Parcel H at Kingsway Business Park, Gloucester.
- 1.2 The aim of this Waste Minimisation and Management Plan (WMP) is to reduce waste in the first instance through good design and planning. Where the generation of waste is unavoidable, the WMP seeks to re-use and recycle materials where possible, with a view to reducing the amount of waste that is ultimately sent to landfill. This WMP views waste disposal as a last resort, when options for waste prevention, re-use, recycling and energy recovery have been exhausted.
- 1.3 This Waste Minimisation and Management Plan has been prepared in accordance with the following documents:
 - NPPF National Planning Policy for Waste
 - Waste Management Plan for England 2013
 - Gloucestershire Waste Core Strategy, Adopted November 2012
 - Waste Aware Construction
- 1.4 It is acknowledged that this Waste Minimisation and Waste Management Plan may require regular updating as the development progresses. When detail designs are available at Discharge of Condition / Reserved Matters stage and suppliers identified, it will enable detailed volumes of potential wastes to be calculated and more specific details of where materials can be re-used and recycled both on and off the site. At this planning application stage the WMP seeks to highlight the principles that have and will be applied to the planning, design, construction and occupation phases, with more specific details to follow at the detailed design stage within the subsequent Waste Minimisation and Waste Management Plans.

2.0 Waste Guidance

- 2.1 The Gloucestershire Waste Core Strategy was adopted in November 2012. Within this document, the construction industry is recognised as having the potential to develop significant volumes of waste.
- 2.2 With the above in mind, it is clear that developers need to assess their approach to the construction process to ensure that they are maximising their potential to reduce waste and re-use / recycle waste wherever possible.
- 2.3 Through good planning and management there is scope to greatly reduce the amount of construction waste materials that would traditionally be sent to landfill.
- 2.4 The Gloucestershire Waste Core Strategy follows the principles set out at both national and regional policy level by aiming to prevent and limit waste in the first instance. If prevention is not achievable, the reduction of waste is the next preferred option, followed by re-use and recycling and then energy recovery. Waste disposal (landfill) should be seen as a last resort. This methodology is known as the Waste Hierarchy and is demonstrated by Figure 4 in the Gloucestershire Waste Core Strategy:

Figure 4 – The Waste Hierarchy

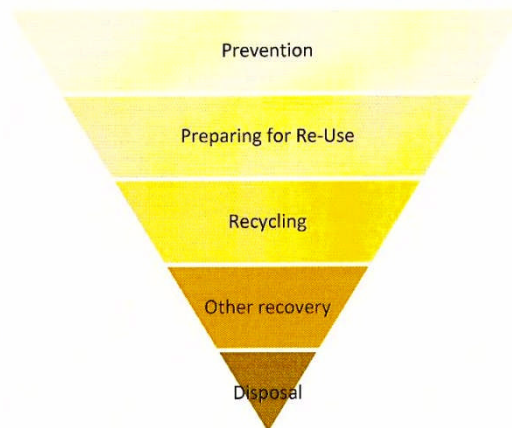


Figure 4 from the Gloucestershire Waste Core Strategy, November 2012

- 2.5 This Waste Minimisation and Management Plan will therefore seek to prevent waste generation in the first instance. Where waste generation is unavoidable, the Waste Minimisation and Management Plan will seek to keep waste as high up the Waste Hierarchy as possible, exploring all possibilities for re-use and recycling. In doing so the proposed development will be in-keeping with local and national policy and help to achieve the regional and national targets for waste reduction.

3.0 Types of Waste Generated by the Proposed Development

3.1 Throughout each phase of the development cycle there is potential for waste to be generated. Each phase has been listed below and examples of the types of waste materials associated with the phase identified.

3.2 Site Clearance:

- Topsoil removal
- Tree / vegetation removal / clearance
- Site clearance (removal of stone / previous brownfield use materials, removal of existing hardstands from previous use etc.)

3.3 Construction:

- Inert material from the excavations associated with the drainage runs, road construction and building foundations.
- Packaging from construction materials e.g. kerbs, edgings, timber, bricks, blocks etc, normally consisting of a timber pallet and plastic sheeting.
- Off-cuts from processes such as plastic and concrete pipe, kerb sections, bricks etc.
- Finishing materials e.g. plaster, plastic trims, paint, cabling etc.

3.4 Occupation:

- Commercial waste e.g. food waste, paper, cardboard, glass, plastics, tins etc.
- Green waste e.g. grass cuttings, hedge clippings etc. from landscaped areas.

4.0 Waste Management Plan

4.1 Waste Reduction through Good Planning and Design

- 4.2 The first stage of the Waste Management Plan is to reduce waste generation in the first instance. This can be achieved through the planning and detailed design stage before any construction works physically begin on site.
- 4.3 The site is brownfield and contains trees and vegetation.
- 4.4 The proposed carriageways (roads, footpaths and verges) will be designed where feasible to follow existing ground levels as closely as possible, within the constraints of the adopting highways authority's design criteria and the requirements of building regulations. This will ensure that the new roads do not require excessive cut to form them and therefore limit excavations on site.
- 4.5 Drainage will be designed to limit excessively deep drains / sewers to again help reduce the amount of excavations that are required on site to form them.
- 4.6 It is likely that at source sustainable urban drainage systems (SUDS) within the development, for example permeable paving / crate storage. Such devices reduce the impact of storm events on the traditional piped networks meaning there is potential for smaller diameter pipes to be used and therefore less excavation required.
- 4.7 Due to the nature of the proposed scheme, it is inevitable that excavations will generate material, from forming the foundations, roads and car parks etc. Subject to soil testing confirming its suitability for re-use within the scheme, it is proposed to utilise the material on-site for areas requiring level lifting and for potentially forming landscaping areas if required.
- 4.8 For uncontaminated excavated material that is not able to be re-used on the site, the developer is to try find a local use for the material, e.g. a nearby development requiring fill material (e.g. another phase of development within the Kingsway scheme). Wherever the material is taken, it must be recorded correctly including material types, volumes and dates of movement.
- 4.9 Designers can greatly reduce waste by specifying standard materials and sizes, for example standard window and door sizes. This means that items can be installed quickly and easily with less off-cuts and shaping required, which in turn means less waste is generated.
- 4.10 In summary the planning and design stages have and will look to reduce waste generation in the first instance through good design practices. Where waste generation is unavoidable, then material is proposed to be re-used on site where feasible, or a local use off-site secured to limit the amount of waste that is sent to landfill.

4.11 Site Clearance and Preparation

- 4.12 As highlighted in section 3.2 above, there are anticipated wastes associated with the site clearance and preparation. Trees should be retained where feasible. Where trees / vegetation do need to be removed to facilitate development, these can be shredded /

chipped on site where possible, and the chipped material used in landscaped areas as mulch to save having to dispose of it off-site.

- 4.13 Topsoil stripped for construction will be stored separately on site for re-use within landscaped areas. This removes the need to transport the material off-site and also means there is no requirement to import topsoil at a later date as the finishing touches are put to the scheme. Not only does this reduce the transport movements on the local roads, it also has significant cost savings. It should be noted, that due to the former use on this parcel of land, topsoil may be limited.
- 4.14 Removal of existing hardstands (predominantly concrete and stone) has the potential to generate significant waste. It is paramount that prior to any works taking place a survey is completed by a suitably qualified and experienced consultant to establish if the hardstands contain any potentially harmful materials, such as asbestos. Given the former MOD use of the application site, there is potential for some sort of contamination, which if present will massively reduce the potential for re-use of the material. Should contamination be present then the specialist consultant's advice should be followed for disposal. Wherever disposed of, the material must be recorded correctly in accordance with current guidance. Should contamination not be present then the existing hardstands can be broken out, crushed on site and use as a regulating course under the road and car park construction. This will re-use the majority if not all of this material and also reduce the requirement to
- 4.15 In summary waste material from the site clearance and preparation will be kept to a minimum and re-used on site where safe and feasible to do so.

4.16 Construction

- 4.17 This phase of the works involves many different materials being delivered to the site for the use in the construction of the infrastructure, the building and landscaping, together with the excavations associated with the roads and drains. However, because detailed designs will be available to the appointed contractor by this point, it will mean that thorough take-offs of materials can be made. This reduces over-ordering and also enables stock to be ordered periodically rather than all at once, meaning less stock is stored in the site compound and is therefore less likely to get damaged.
- 4.18 Excavations associated with the drains / sewers, roads and foundations will generate considerable inert material. The subsoil conditions are clayey and therefore subject to the results of on-site testing there is potential to use this excavated material to make up levels on the site if required, limiting the amount of material that has to be exported off-site. Once again, the materials must be officially classed as 'inert' by a suitably qualified specialist and the necessary paperwork in order accordingly. Should the subsoils be contaminated, this is likely to limit their re-use value.
- 4.19 The specification of standard materials should be used. This avoids the need to shape and cut unusual materials that contractors may not be used to working with and could therefore create more waste. The specification of standard materials also means that local suppliers should be available, meaning reduced transport distances for deliveries, making the whole development process more efficient and at the same time supporting local trades and businesses.

- 4.20 An added benefit of specifying standard materials e.g. road kerbs and edgings, is that at a later date an adopting authority / owners do not have to order and stock unusual materials for routine maintenance procedures, which makes the proposals more sustainable in the long term. In this respect the Waste Minimisation and Waste Management Plan has looked beyond the build programme and continued to follow the principles throughout the developments life span.
- 4.21 Preference should be given to the use of recycled construction materials or materials from a sustainable production facility.
- 4.22 Preference should be given to suppliers of materials who will collect unused material and packaging for recycling / re-use. This approach is particularly useful for items such as timber pallets (for delivering bricks / blocks to site) which would otherwise be broken up and sent to landfill.
- 4.23 Where possible prefabricated components will be used within the construction process. This limits the amount of shaping, cutting and fitting required on site and will significantly help to reduce waste. An example would be prefabricated doors to standard sized openings.
- 4.24 When materials are cut / shaped the off-cuts should be re-used on the site where possible. Storage areas for re-usable common materials can be included within the secure materials compound. For example, timber off-cuts may be able to be utilised for timber formers for concrete pours etc.
- 4.25 Once materials are delivered to site they should be carefully unloaded and stored in the secure materials compound. Items will be arranged so that they are easily accessible meaning fewer breakages when collecting, delivering and manoeuvring in the materials compound. Fewer breakages mean fewer waste materials.
- 4.26 All site staff will receive a brief about material storage, handling, recycling, re-use and disposal as part of their site induction. This will help to maintain general awareness of waste reduction through good working practices.
- 4.27 Waste materials should be separated to maximise their potential for recycling, with colour coding systems being utilised where possible to aid sorting of waste.
- 4.28 In summary the construction process will seek to limit waste through good practice, the balance of cut and fill materials, education of site operatives, detailed take-offs, specification of standard materials and prefabricated parts, sensible easy to use storage and on-site waste sorting facilities to maximise recycling opportunities.
- 4.29 Site Occupation**
- 4.30 A builders merchant generates very little waste.
- 4.31 Most materials are delivered unpackaged. Bricks and tiles and many other items are delivered on pallets, stored on pallets and taken to the customer on pallets. Pallets have a recycled value and can be sold prior to being re-used. Timber and pipes are brought to the site on a lorry, unloaded, stored on racking, and leave the site in the same way.
- 4.32 Bagged material, such as sand and gravel, is brought to the site in large bags, offloaded and stored on site. It is then taken to customers in the same bag.

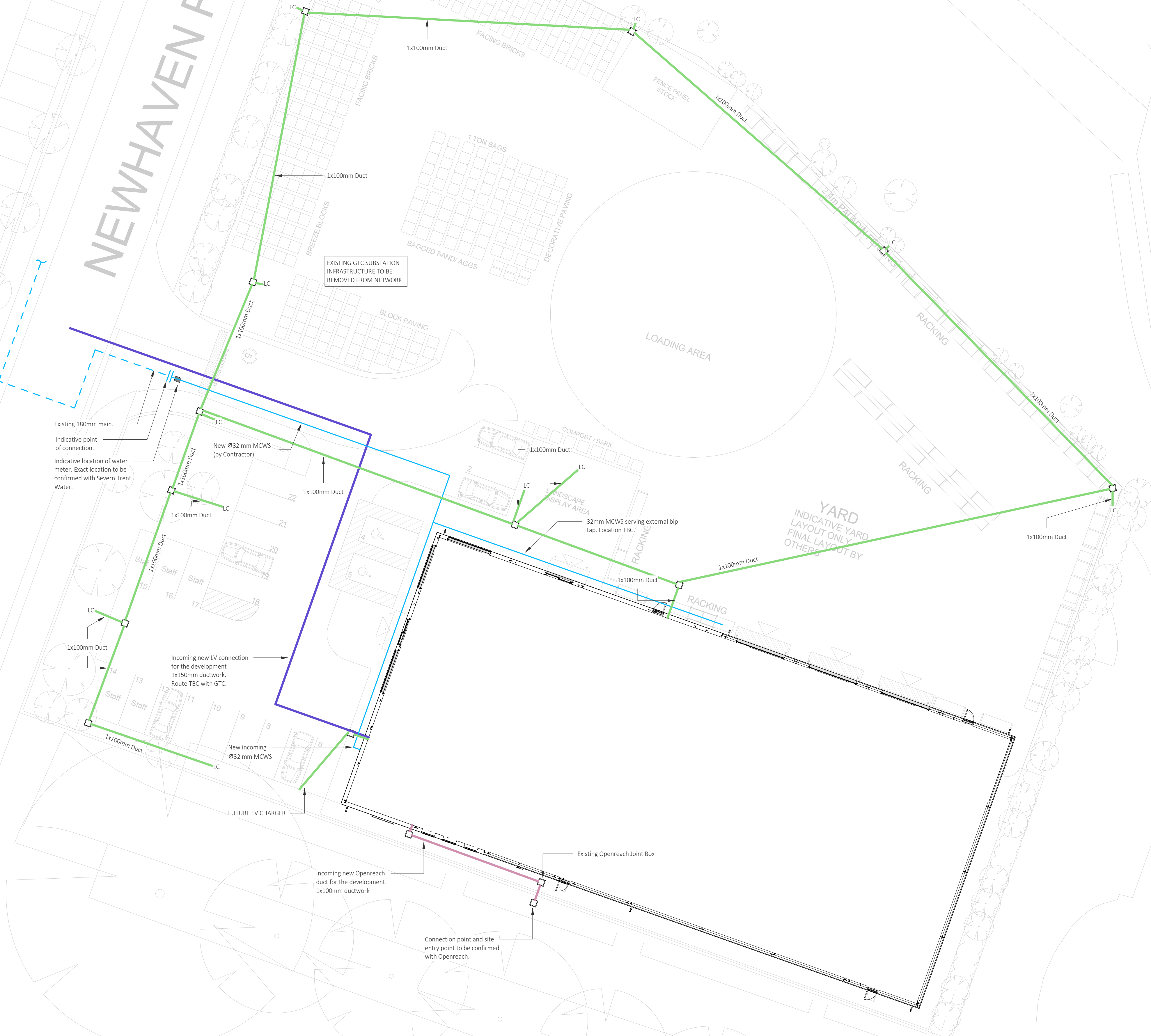
- 4.33 Sealed bags (cement) etc are brought to the site in pallets and off-loaded as such. They are either taken to customers on a pallet or, if the bulk is broken, the pallet is then returned to the supplier.
- 4.34 The office element of the use generates a small amount of waste, mainly paper, as do all offices.
- 4.35 All waste from the development is stored on site in a container and removed by a contractor.

5.0 Summary and Conclusions

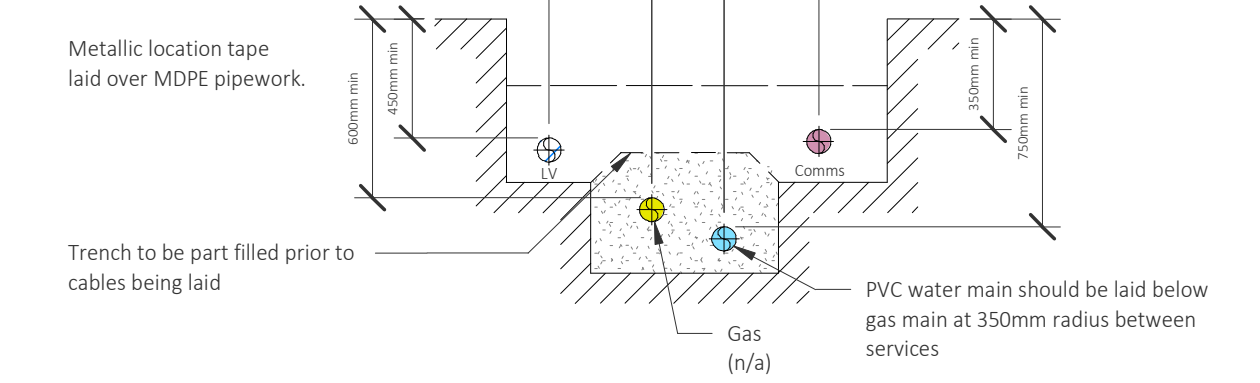
- 5.1 This Waste Minimisation and Waste Management Plan demonstrates how waste is managed and minimised throughout the development. It outlines principles that have and will be applied to the scheme from initial planning and preliminary outline designs, right through to occupation and routine maintenance.
- 5.2 The Waste Minimisation and Waste Management Plan is intended to be updated / revised as the project progresses and more detailed information becomes available. This stage of the plan is designed to highlight the overall principles and demonstrate how key objectives can be achieved throughout the various phases of development.
- 5.3 This document has been prepared in accordance with the latest national and regional guidance.
- 5.4 The proposals demonstrate how the planning and preliminary design stages have looked to reduce waste generation in the first instance. By doing so the amount of potential construction waste that would otherwise have gone to landfill is reduced.
- 5.5 Where waste generation through the construction process is inevitable, the Waste Minimisation and Waste Management Plan has demonstrated how this waste will be re-used and recycled on site where possible, rather than being sent to landfill. This approach is wholly in accordance with the Waste Hierarchy as defined by national policy and the Gloucestershire Waste Core Strategy.
- 5.6 Through detailed take-offs, stock management, education and training of staff and waste sorting for recycling it is anticipated that construction waste in general will be low.
- 5.7 The above points demonstrate how waste is being kept up the Waste Hierarchy throughout the construction process and how waste is being re-used / recycled where possible. In doing so the amount of waste being sent to landfill is significantly reduced.
- 5.8 Stores for refuse and recycling containers will be easily accessible and encourage the use of recycling initiatives once the development is occupied.
- 5.9 On completion of the store, the operator will utilise a well proven and efficient recycling strategy to ensure wastes are kept to a minimum and recycling opportunities are maximised.
- 5.10 It can be concluded that the proposals set out in the Waste Minimisation and Waste Management Plan are in accordance with the governing criteria and objectives for the area. The site will provide a sustainable development that promotes waste minimisation, re-use and recycling throughout the development lifespan; from initial concept, to construction, occupation and even to routine maintenance, helping the region to achieve its waste reduction targets.

Kingsway Business Park

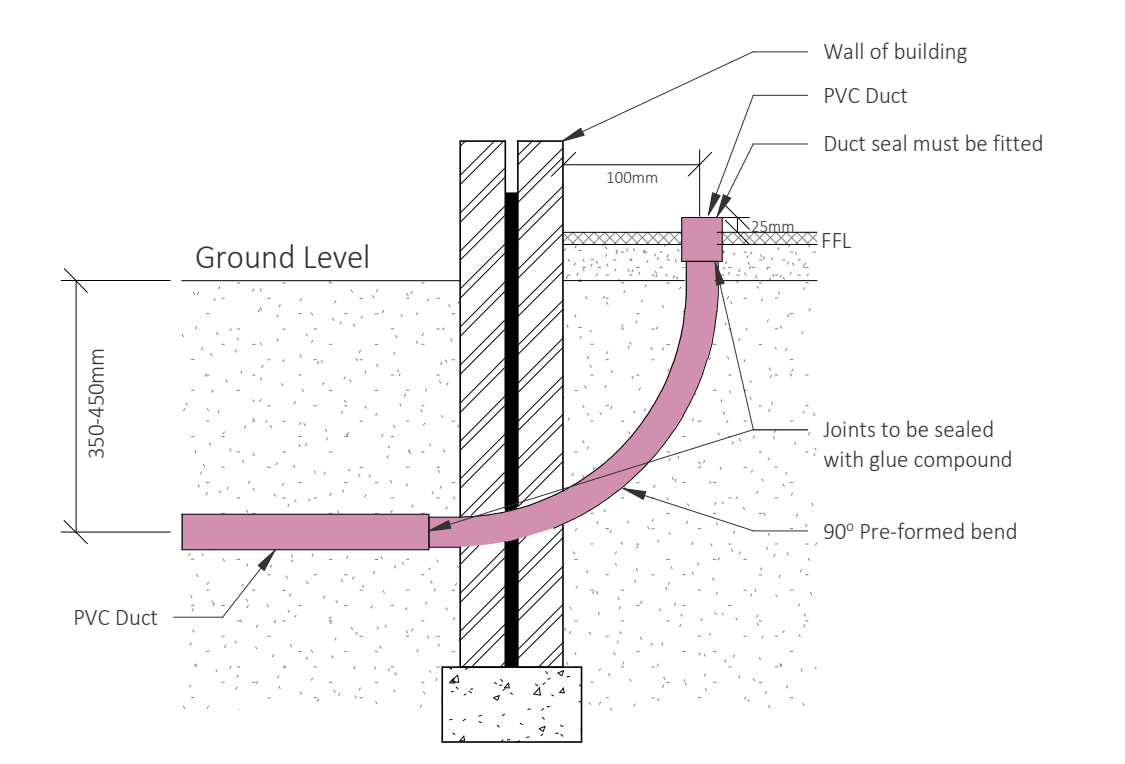
NEWHAVEN ROAD



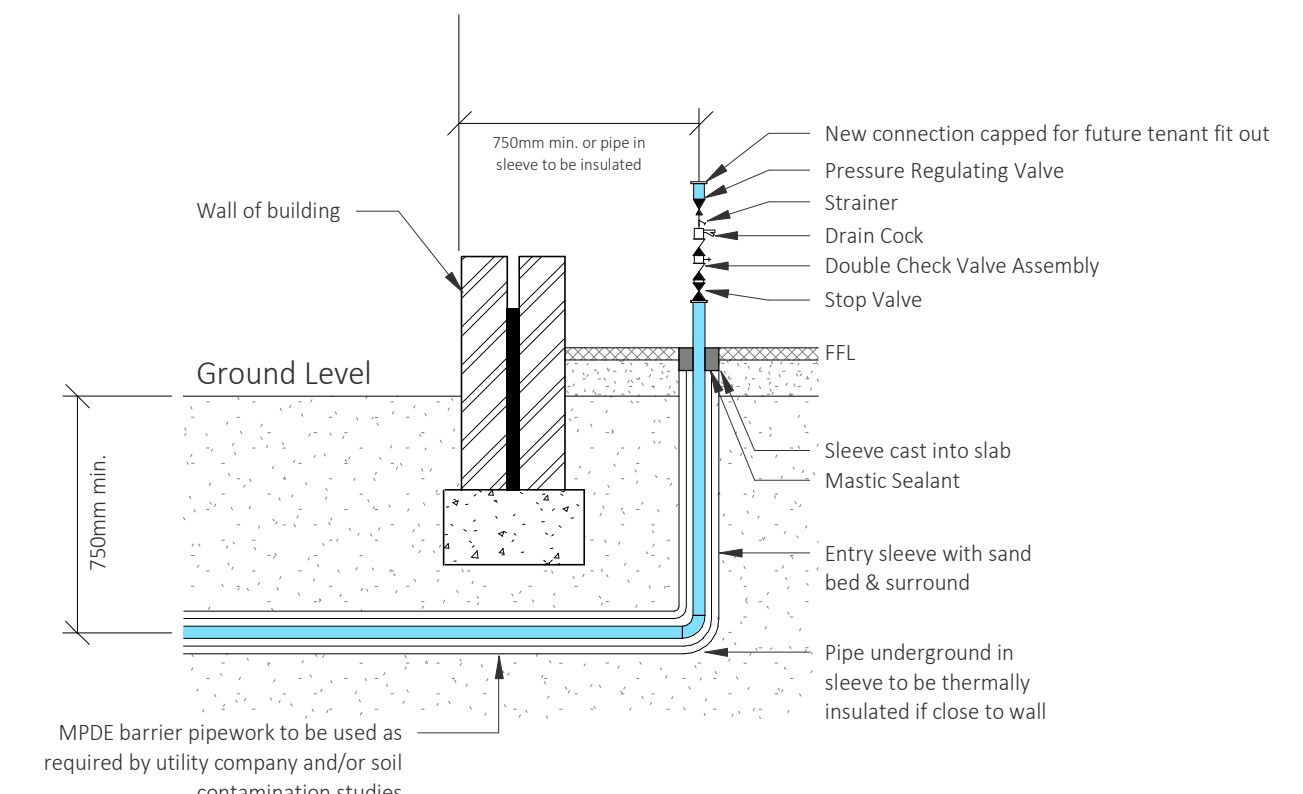
All services installed in trench to have PVC warning tape identifying particular service buried below. Tape to be laid 150mm above relevant service.



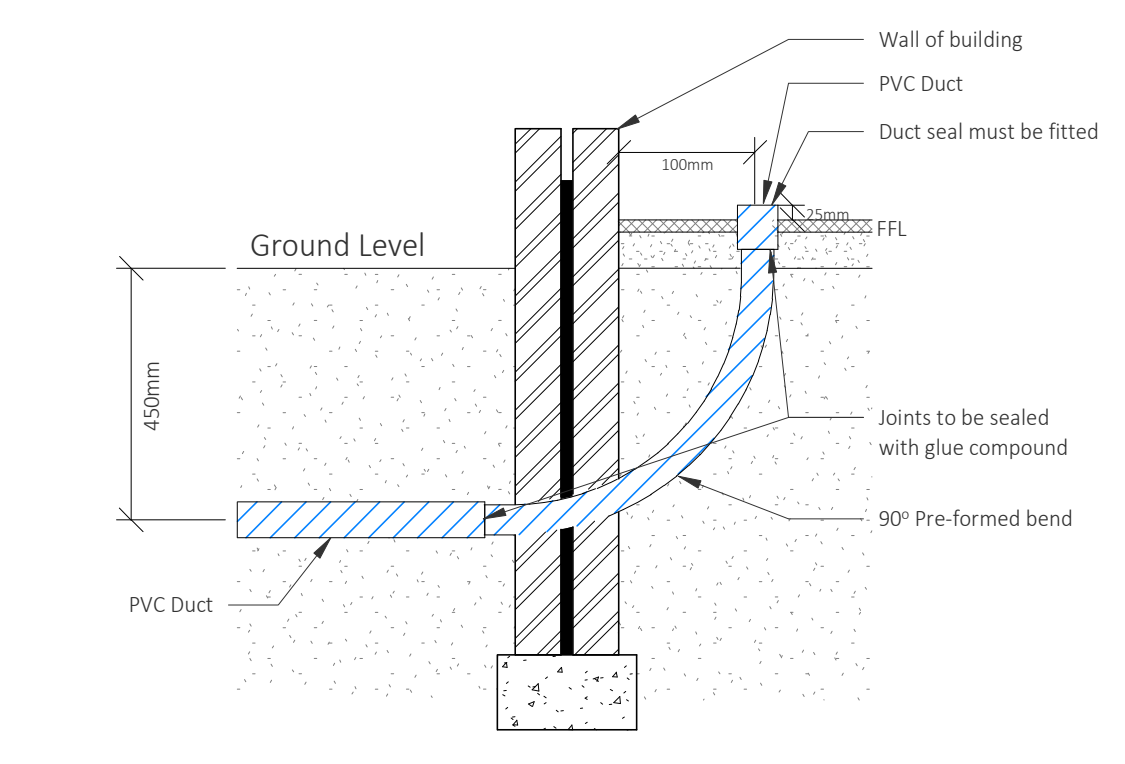
Combined Service Trench



Incoming Comms Detail



Incoming Water Detail



Incoming LV

KEY PLAN

NOTES

- All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
- This drawing is to be read in conjunction with all relevant engineers' and service engineers' drawings and specifications. This drawing is copyright.

Legend

- Main Cold Water Supply - MCWS - By Contractor
- Existing Mains Cold Water Supply
- LV Ducting

REVISIONS

REV	DATE	CHECKED BY	DATE	APPROVED BY	DATE
S3					
P01	SA / PB	01/12/21	AMC	01/12/21	AH
	REVISION NOTES/COMMENTS				
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY

CLIENT	Robert Hitchins
PROJECT	Newhaven Road, Quedgeley
TITLE	Combined External Services Layout
HYDROCK PROJECT NO.	C-19782
SCALE @ A4	As indicated
STATUS DESCRIPTION	SUITABLE FOR REVIEW & COMMENT
DRAWING NO.	19782-HYD-XX-ZZ-DR-ME-0150
STATUS	S3
REVISION	P01



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Scale



Plant Schedule

TREE PLANTING			
Key	Species	Size/Specification	No.
BP	Betula pendula	EX HVY STD 14-16cm girth container grown	3
CC	Corylus colurna	EX HVY STD 14-16cm girth rootballed	3
TC	Tilia cordata	EX HVY STD 14-16cm girth rootballed	9
QR	Quercus robur fastigiata	EX HVY STD 14-16cm girth rootballed	2

SINGLE SPECIES HEDGE PLANTING				
Key	Species	Size/Type	No per l/m	No.
Ejh	Euonymus Jean Hughes	30-40cm	5	328

CLIMBING PLANTS			
Key	Species	Size/Type	No.
Pt	Parthenocissus tricuspidata	7L, 90-120cm	12

NHM NATIVE HEDGEROW PLANTING			
%	Species	Specification	No.
50	Crataegus monogyna	1+1 bareroot transplant, 90-120cm height	425
25	Acer campestre	1+1 bareroot transplant, 90-120cm height	212
25	Cornus sanguinea	1+1 bareroot transplant, 90-120cm height	212

Transplants to be pit planted in a triple staggered row in hedgerow areas (November to March). Rows shall be 500mm apart and planted at 500mm centres ensuring 6 no plants per linear metre. Protect with spiral rabbit guards 60cm in height supported by cane.

GRASS MIXTURE FOR FLOWERING LAWNS - (Such as Emorsgate EL1 or similar)
Mixture EL1 contains slow growing grasses with a selection of wild flowers that respond well to regular short mowing.

Wild flowers 20%: Galium verum (Lady's Bedstraw), Leontodon hispidus (Rough Hawkbit), Leucanthemum vulgare (Oxeye Daisy), Lotus corniculatus (Birdsfoot Trefoil), Primula veris (Cowslip), Prunella vulgaris (Selfheal), Ranunculus acris (Meadow Buttercup), Trifolium pratense (Wild Red Clover).

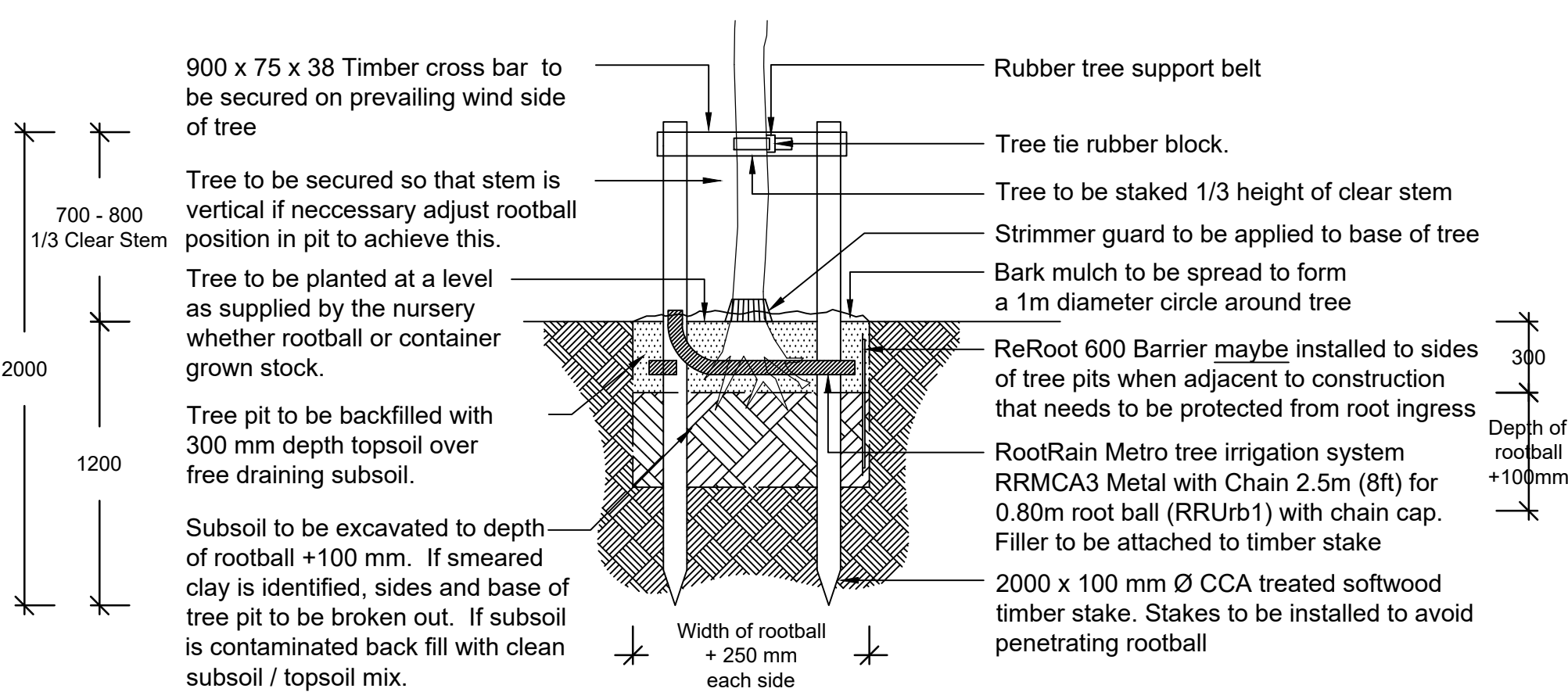
Grasses 80%: Agrostis capillaris (Common Bent), Cynosurus cristatus (Crested Dogstail), Festuca rubra (Red Fescue), Phleum bertolonii (Smaller Cat's-tail).

Sowing rate: 4gm per m², Mowing height: 25-40mm once established

Key

- Site boundary
- Proposed trees
- Proposed flowering lawn mixture
- Proposed planting
- 2.4m Palidin Fencing
- Acoustic timber fence
- Knee rail

Typical Tree Planting Section Scale 1:25



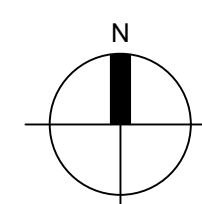
Notes

- Do not scale directly from this drawing.
- This drawing is to be read in conjunction with all other relevant MHP drawings and information supplied by other consultants.
- Hatch patterns displayed on this drawing are indicative only and do not represent actual paving units or material sizes.
- All tree planting in proximity to buildings to be checked by engineers to ensure foundation detailing is appropriate.

G	Pole mounted bat and bird boxes added to eastern boundary	22-03-22	JL
F	Additional trees added to northern boundary and note added	06-10-21	DB
E	Chimney added to acoustic fence, rotation to southern boundary	23-09-21	DAL
D	Trees updated to west, hedge added to north and eastern boundary	17-09-21	DB
C	Revised Layout	08-08-21	AP
B	Planting amended to native orientated species mix	25-06-21	DAL
A	Revised Layout	21-05-21	AP

Project: Plot H, Kingsway Business Park			
Client: Robert Hitchens Ltd.			
Title: Soft Landscape Proposals			
Drawing number: 21119.101		Rev: G	
Status: FOR INFORMATION			
Drawn By: AP	Checked By: PH	Date: 11/05/21	Scale @ AT: 1/200

**Plot H, Kingsway Business Park
Soft Landscape Proposals**



Drawn By:	TC	Checked By:	TC
Date:	20.05.21	TC	TC
Rev No:	01	TC	TC
Rev Description:	REVISED	TC	TC
Rev 1:	20.05.21	TC	TC
Rev 2:	10.06.21	TC	TC
Rev 3:	24.09.21	TC	TC
Rev 4:	08.10.21	TC	TC
Rev 5:	08.10.21	TC	TC

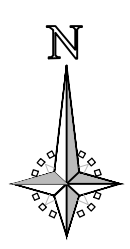
Rev No:	Revision Description	TC	TC
Rev 1:	FIRST ISSUE COMMENTS	TC	TC
Rev 2:	YARD LAYOUT ADDED	TC	TC
Rev 3:	LANDSCAPING UPDATED	TC	TC
Rev 4:	LANDSCAPING UPDATED	TC	TC

Project:	NEWHAVEN ROAD, QUEDGELEY
Dwg Title:	PROPOSED SITE LAYOUT
Client:	ROBERT HITCHINS
Project No.:	214762-IDL-01-ZZ-DR-A-P20026-S3-P05

Scale:	NTS @A3 1:200 @A1
Date:	20.05.2021



SCALE 1:200 @ A1 / NTS @ A3
LENGTH IN METRES



--- DEVELOPMENT BOUNDARY

- NOTE:
- LANDSCAPING INDICATIVE ONLY - FOR LANDSCAPING LAYOUT PLEASE REFER TO THE LANDSCAPE CONSULTANTS INFORMATION.
 - HIGHWAYS INDICATIVE ONLY - FOR HIGHWAYS INFORMATION PLEASE REFER TO PEGASUS GROUP INFORMATION.
 - CIVIL AND STRUCTURAL ENGINEERING INDICATIVE ONLY - PLEASE REFER TO INFORMATION PRODUCED BY SIMPSON ASSOCIATES CONSULTING ENGINEERS.

- BRUSHED CONCRETE FINISH WITH CONCRETE KERB EDGING
- SOFT LANDSCAPING DESIGN BY OTHERS
- RED BRINDLE BLOCK PAVING
- TARMAC FINISH WITH CONCRETE KERBS / PATH EDGING
- TYPE 1 FOOTPATH
- THERMOPLASTIC ROAD MARKINGS
- 100mm STAINLESS STEEL PROTECTION BOLLARD WITH REFLECTIVE STRIP
- STEEL PROTECTION BOLLARD TO JAMB OF DOORS
- RACKING, YARD FIXTURES AND PRODUCTS TO BE INSTALLED BY TENANT

Stn 141908
1200 465 F