Planning Meeting Notes 31st Oct 2018

Apologies – Jo Sargent, Matt Melias,

Present – Jon Morris, Alison Bromilow, Steve Ware, Julie Morgan, Chris Chard,Don Alexander , Phill Chard, Kate Royston, Colin Taylor (EA) Patrick Goodey & Lewis Cook (BCC)

No Conflicts of interest were advised

Previous minutes – agreed

No matters arising

1. Day Group are operational, correspondence with James Day, who is willing to show us around the plant, either during the day or on a Saturday – will go back to him to ask for evening dates, preferable to coincide with a planning meeting
2. Update - Planning app for the completion of the flat attached to the Laundry on Portview Road, group felt it would be good to see this completed, only concern would be the parking on an already busy and fast road with a few obstacles – this has now been withdrawn
3. Update – this has been refused – wait to see if it goes to appeal -Planning app ref 18/0221/p – Transport House, Gloucester Road, this was discussed with the group and as it is proposed to build flats with office space underneath, the building is “out of keeping” with style of buildings in the area and safety issues regarding access roads etc, it was agreed that as a group we would raise objections
4. Flood Defence Scheme – Colin Taylor from EA, Patrick Goodey & Lewis Cook from BCC attended the meeting, following our comments on the planning application and concerns raised, about changes to the previous plans, being brought to our attention. They brought with them maps showing the flood level projections from a model that had been produced for the next 100 years.

Lewis advised he puts in the planning app., when all documents and information has been received. This is a joint scheme with both BCC & South Gloucester, some alterations have been made since the last presentation, the concerns regarding dock/quayside levels and the lock gates(30-40 gap) seemed valid to us as a planning group, but, the reasons behinds not including the gates were explained as being due to the way they are used, the flood risk levels, sea levels and that this was all considered in the 100yr horizon, and the 60yr horizon to benefit business

The aim of the scheme is to protect both the village and the enterprise zone, which is what has enabled the funding for the scheme. All the analysis that was done, was to ensure all work was economically viable, and looked in depth at the lock gates, realising any work done would only last 30-40years.

Question was raised around a really high tide would water ingress through the ground/ground water due to the defence wall – it was explained that the barrier foundations should prevent this, as well as allowing any ingress to recede.

The works compound has been moved from Lamplighters Marsh, but, no definite decision as to where it will move, possibly within the Port.

There will be a maintainance path along the length of the defences, meeting asked if this would be open to the public, as would be a nature walk allowing people to enjoy the views along the riverbank, it seems this will not be possible, although it may be opened occasionally.

If planning is approved by BCC, then the scheme will go forward to the Government for final approval, once this is done, tenders will be put out to contractors to do the work, which will possibly be one main one, who specialises in this type of work, and will then sub contract parts of the works.

The current defences are high enough at the moment to protect for most sea levels, if the Port go ahead with the Container Port, then some of the quayside levels will possibly be raised as part of the work.

Ecological mitigation – means the wildlife and conservation will be protected, Hallen Marsh public right of way will not be affected, but, there may not be a nature reserve that is advertised, as this could harm the wildlife that is trying to be preserved. There is also a similar area at North Wick, which is also protected under this works, but, might have a visitor centre at a later date.

Parts of the Scheme affecting Shirehampton and the “yellow brick road” area were discussed, mentioning that there will be a flood gate instead of the gates as they are now, and defences will run between railway lines and the yellow brick road, so will not affect the walks along the riverbank.

The aim is to put this plan to committee by the end of November, work once started will take about 5 yrs.

1. Reply re question raised regarding the usage class of the Royal Hotel, in view of the possibility of a planning application for the building, and that parts of it are listed, email from Peter Westbury for clarification - Pub is A4. Hotel is C3

AOB – Railtrack wanting to work on the level crossing gates at very short notice, this has been postponed as there was not enough notice given to allow arrangements for movement of residents and vehicles whilst the gates were blocked.

Saftery fencing by the crossing on the Portway/A4 roundabout – look at CIL funding through “decision making in your area” on BCC website

There being no other business, next meeting date was agreed as 28th November 2018, 7pm