

## THE DEVELOPMENT AND PLANNING COMMISSION

Minutes of the 2nd meeting of 2023 held remotely via video conferencing on 23rd February 2023 at 9.30am

- Present:**
- Mr P Naughton-Rumbo (Chairman)  
(Town Planner)
  - The Hon Dr J Cortes (MESCE)  
(Minister for Environment, Sustainability, Climate Change and Education)
  - The Hon S Linares (MHEYS)  
(Minister for Housing, Employment, Youth and Sport)
  - Mr H Montado (HM)  
(Chief Technical Officer)
  - Mr G Matto (GM)  
(Technical Services Department)
  - Mrs C Montado (CAM)  
(Gibraltar Heritage Trust)
  - Mr A Brittenden (AB)  
(Land Property Services)
  - Dr K Bensusan (KB)  
(Gibraltar Ornithological & Natural History Society)
  - Mr C Viagas (CV)
  - Mrs J Howitt (JH)  
(Environmental Safety Group)
  - Mr M Cooper (MC)  
(Rep Commander British Forces, Gibraltar)
- In attendance:**
- Mr C Key  
(Deputy Town Planner) *Acting*
  - Mr D Francis  
(Minute Secretary)
- Apologies:**
- The Hon Dr J Garcia  
(Deputy Chief Minister)

APPROVED  
23 February 2023

Mr K De Los Santos  
(Land Property Services)

## Approval of Minutes

**35/23 – Approval of Minutes of the 11th meeting of 2022 held on 17th November 2022 and the approval of the Minutes of the 1st meeting of 2023 held on 19th January 2023.**

The minutes were unanimously approved.

## Matters Arising

- None

## Major Developments

**36/23 – O/17909/21 -- 45-55 Devil's Tower Road -- Proposed construction of a mixed-use development.**

CK said that application comprises a building with three times double height arches, which is connected to a four storey building to the west, and it is currently occupied by industrial, commercial, retail uses associated with the Bassadone Group.

CK said that this application follows on from a previous submission, which was considered by the Commission in July 2022. CK also said that there was a previously approved scheme on this site for 16 storeys back in 2019.

CK said that in July 2022, the Commission deferred making a decision on the application on the basis that they had concerns with the height, scale and massing of the development, the truncated roof of the towers, and also concerns regarding visual impact of the proposed development on the area in general, as well as the Rock profile and the strategic and iconic views of the Rock. CK added that the Commission at that meeting invited the applicant to submit a revised scheme to address those points.

CK said that the revised scheme was submitted in November 2022. He said that the scheme involves the construction of a 29 storey building, 91 meters in height, the same height and total as the previous scheme. CK said that the proposal included 129 residential units of one to four bedroom apartments and 490 square meter commercial space at ground floor level, 142 car parking spaces, 42 motorcycle spaces and 66 Bicycle spaces as well as communal space including a gym and swimming pool as well as associated landscaping.

CK referred to the images on show and explained the changes from the original submission. The main points to note were:

- The total height of the building has been retained.
- There has been a large reduction in the mass of the building.
- There have been significant setbacks from the 20th level to try and move away from the truncated form that was proposed in the original submission.

- The prominent swimming pool level at the top of the building has also been omitted to reduce the scale of the development.
- Smaller swimming pools have been provided for the duplex accommodation at the top of the building that would be for private use.
- The previously proposed one bedroom flats which were akin to studio accommodation have been omitted from the development and these have been replaced with duplexes.
- There has been a reduction of a total of 10 units in the scheme. There are now 129 compared to 139 previously proposed.
- A previous car parking level has been omitted and turned into residential accommodation. This is on the basis that there was a surplus of car parking being provided in the previous scheme of somewhere close to 40 spaces.
- There has been an increase in the public social spaces provided at ground floor level.
- There is a proposal on the ground floor, which will provide a drop off facility.
- There is now only one lobby that gives access to both towers.
- There is a social green heart within the middle of the development, which includes communal gardens, a swimming pool and gym facilities.
- There is also a glazed link running through the middle of the two towers, which will be used to provide bicycle parking to enhance the use of sustainable transport and make a visual statement with a transparent bicycle spine running through the centre of the scheme.
- 43 car parking spaces will be fitted with active electric vehicle charging points and the remaining spaces will have passive electric vehicle charging infrastructure provided.

In terms of the consultee comments on the revised submission, CK said that the Director of Civil Aviation (DCA) has confirmed that his original aviation response remains extant, which basically requires an aeronautical assessment to be submitted at full planning.

CK said that the Ministry of Transport has confirmed that the development satisfies the parking regulations. CK said that they would require 20% of spaces to have electric vehicle charging points and that they welcomed a bicycle parking that is proposed. CK added that they would require visitor parking at ground floor level and the applicant to show how a cycle lane could be incorporated within this part of Devil's Tower road in front of the site.

CK said that the Technical Services Department (TSD) have confirmed they have no architectural or technical objections but they do have a number of technical requirements which would form part of an informative if the application were to be approved. CK said that there were no further comments from the consultees.

In terms of the TPD's (Town Planning Department) planning report, CK said that they acknowledge that the applicant has made substantive changes to the proposed development and the revised submission from what was previously submitted. This includes significant setbacks to the building from 23rd floor and above, and this has addressed their previous planning concerns regarding the truncated form that were previously being proposed. CK said that the TPD noted that the applicant has significantly improved the design and massing of the towers to provide a scheme which would contribute to a dynamic skyline.

CK said that they also noted that the scheme integrates a number of social spaces within the development which provides a scheme which is legible and when viewed on an isolated basis, it is considered to be an acceptable development in terms of what is being proposed overall.

CK said that in the context of Devils Tower Road, if the Commission were minded to approve this application, it should be stressed that they would be setting a precedent in respect to future development proposals as they come forward in this area. CK said that the precedent would be on the basis that the proposed development at the height of 91 meters would be a significant change in respect to permitted building heights on the north side of Devil's Tower Road and there is no current formal planning policy framework to justify the height of the proposed development.

CK added that the previous outline application on the site was 16 storeys, and 48 meters was the tallest building which the Commission has approved. CK said that if the Commission were minded to approve this outline application, it would be almost double the height of Beach View Terraces located directly adjacent to the east of the site.

CK explained that if the members of the Commission are amenable to the height of the development, the TPD suggests that any approval is subject to the conditions which relate to the points raised by consultees as well as the conditions set out in the addendum to the DPC paper, which was circulated to the members before the meeting. CK said that these would include requirements for a number of studies including a microclimate study, detailed landscaping study, sustainable and renewable assessment and an elimination strategy.

GM said that CK made significant comments on the potential precedent which the heights of buildings will be setting and that it might be prudent for them to discuss in the Commission. GM said that setting a policy on natural heights of buildings could likely result in conflict with the aeronautical studies scenarios.

CK said that in terms of the aeronautical study in this location, as a pocket, would allow development at a much higher height than what has been proposed. CK added that although he did not know exactly what heights it goes up to now, he believed they could have accommodated a lot more on this development.

The Chairman said that the Commission made a point previously that the TPD would have preferred to have a policy in place but they do not have one specifically for the Devil's Tower Road area. The Chairman added that regarding the aeronautical limitations, planning policy should not be dictated to by the aeronautical safeguarding limits and the TPD prefers to have a valid argument as to why a building should be a particular height.

The Chairman added that whatever is determined today is going to start pointing towards the kind of building heights that the DPC is going to allow in this area.

JH said that the DPC had called for a holistic plan for Devil's Tower Road, that never happened and yet, the DPC are being asked to look at an application that claims it could go up to 40 storeys because the OLS allows it, but it is only building up to 28, making it sound as though it is a rather small development. JH added that it was not a small development and it will set a precedent. JH said that when the Civil Aviation standards changed some time ago, the Commission raised concerns at the time that this would open up the very situation that is before them.

JH recognised that changes had been made to soften the building but it would not take away from the sheer massing. Further development such as the Citadel would further add to the mass of buildings. There is a need for a policy that DPC can follow rather than basing decisions on subjective views or majority decision.

JH said that when the heights were published for the Hassan's Centenary project, many of them were aghast about the height that it was reaching and now that sort of seems to have quieten down, and yet, they are seeing this replicate down Devil's Tower Road, which is going to cause a sort of cave-like, shady, overbearing view, as you traverse down that road.

JH felt the design had not been cut back enough, that other surrounding projects should also be shown to understand the overall effect and considered that the buildings are too large.

MESCE said that there is an interesting use of greenery on the structure itself, but warned that the applicant has got to choose the right species. He said that developers who build large developments should provide some facilities and premises for cultural and social groups as there is a lot of social and cultural activity in Gibraltar and it is difficult to find premises.

MESCE said that he has often said, and has been saying for decades, that if we can build tall anywhere in Gibraltar, it is in the Devil's Tower Road area. MESCE said that he was a little bit concerned about the height on the northern side, so perhaps at full planning, the applicant could consider a revision, which would not be quite so tall. MESCE thought that he was not sure if the building is sloping in the wrong direction as it might be okay from the Devil's Tower Road roadside view but was concerned with the views when looking at the Rock from the north. MESCE added that there was still a little bit of work to be done on this development.

CAM concurred with JH's comments and said that the NGOs have made a statement on the need for holistic vision for this whole side of Gibraltar so their views on height are known and have been consistently expressed in other schemes. CAM said that they have to be very careful about the precedent being set in terms of long distance views of the Rock, especially with other developments that are forthcoming. CAM said that the DPC as a whole should be mindful of preserving the views of the Rock, irrespective of this application, but also thought that the revisions and design has helped to soften the impact particularly on the Devils Tower Road.

CAM said that as the GHT (Gibraltar Heritage Trust) they were just very, very concerned about continuing to approve tall buildings without there being a master plan for the area. CAM

added that there was nothing in particular about the proposed development and stated that it is just the need for a master plan to be able to make sure that buildings like this, and any others that come along, fit in within that.

RM (Ruth Massias) said that the precedent is already in Hassan's Centenary Terraces and they do believe that as mentioned previously, they all agree that if there is any way that they can try and meet demand, it is in the Devil's Tower Road area. RM referred to the Gibraltar Development Plan where it earmarks this area for residential development and also mentions that tall buildings suitably located can make very positive contribution.

RM stated there has been a 20% increase in population from 27,000 to 31,000 and in addition to this, the unit sizes per household has decreased from 3.7 to 2.7 which means that our stock needed to have increased from around 7000 to 11,500. RM said that it is a 60% increase over the existing building stock.

RM said that Devil's Tower Road is in need of some sort of punctuation to the skyline, which she thinks would be very, very positive and added that as regards St Michael's Citadel, their client felt that it would be unfair to consider projects that came in afterwards, in the context of this particular project.

The Chairman referred to RM's earlier comments where she considered that Hassan's Centenary Terraces to be a precedent for building heights. The Chairman made the point that although it is in the same area it is actually slightly detached from Devil's Tower Road in visual terms.

RM said that they are relatively close to each other and also thought that in terms of views, it is sort of a continuation, almost tailing off from Hassan's Centenary Terraces.

JH said that the vistas that they are trying to protect were of the Rock and iconic places, not of buildings so that this speaks to Hassan's Centenary Terraces or not, is quite another matter. JH said that they are talking about how it is obliterating Gibraltar's main selling point, the beautiful rock.

JH added that a few Commission Members have raised concerns that we do not have an overview of ultimately, how we are going to see Devil's Tower Road develop. JH added that it is poor planning for the short, medium and long term and they are trying to make the best of it, but it is far from ideal.

CV referred to the Development Plan and stated that even though it is a dated document, it is this sort of legal document that is placed before members and one of the things that it highlights, although not in detail, is that high rise buildings will be focused on Devil's Tower Road. CV said that if they do not have the planning policy or master plan, it is really on them, as a Commission. CV added that he did value the architecture which has been presented and there is precedence around the decisions which have been taken that would make it difficult

for the Commission to say no to this one but thought that it did need more work at full planning stage.

CV said that in terms of the wind tunnel effect, which is a reoccurring issue, one of the things that as a Commission should be looked at, is not Devils Tower Road as an area which is going to be frequented by pedestrians and cyclists, but to move away from it, perhaps even look at the northern side, or what is the Shackleton Road area that could become a fantastic promenade and leave Devil's Tower Road which is going to become probably the busiest street that there is, once the tunnel is opened.

CV said that in terms of this application, he really cannot object to it, seeing that it is within the OLS and the sort of precedent that has been set over the last few years.

The Chairman said that the revisions that have been made, seem to be generally well received by the Commission and obviously, the main issue is height. The Chairman said that they are, where they are, in terms of having to consider applications in the absence of any holistic plan but if the Commission were minded, they could specify the kind of height that they consider to be acceptable, and that could form part of the outline planning permission.

GM said that his initial statements were not to be considered in isolation from the height aspects of proposals. GM said there comes a time when you tend to perceive building developments as being extremely high in comparison to the actual footprint of the site and that is something which they need to be able to look at from a holistic perspective if they are going to consider the ethos of how the whole Devil's Tower Road is going to be redeveloped.

GM said that as a quick comparison, places like St. Michael's Citadel, because of the larger footprint of the sites, the developer could make the building significantly lower, whereas with these isolated sites, given the financial constraints or the financial setup of each of the developments, are invariably going to propose taller buildings. GM stated that this is where the dilemma arises, in his opinion, not a question of the height, but proportionality is to be included as part of the argument as well.

CAM agreed with GM's comments and said that suggesting the number of floors is really quite arbitrary and that the area needs to be high. CAM said that for all the reasons already discussed in terms of the area that it can go higher, there's a Development Plan but the question is always how high. CAM said that the reasons as to what we cap it at has to have a rationale as it is not just based on the OLS or on the Hassans Terentenary precedents. CAM added that it is unfortunate that this application is the one that is causing this debate but it could be the key to unlocking whatever happens in the rest of the area, so it is a really significant one to try and sort out.

MESCE said that the general comment that has been made is that most of the Commission consider that height is an issue in this particular building and agreed with CAM's comment. MESCE said that it is now for the architects to go back, consider their comments and come back at full planning with a design that incorporates their views.



JH said that the Commission has to protect, respect and ensure that the strategic vistas of the Rock are maintained and that is what is driving this caution. JH said that CAM's comments just highlights the lack of a consistent and well thought out plan that should drive all the projects in this area. JH said that they did not just call for a plan just out of a whim, they call for it because it is necessary and it is needed.

JH added that the current Development Plan does not cater to direct architects sufficiently well enough, and they have to do it piece by piece, and it is just not acceptable to some of the Members.

A discussion ensued and the main points were:

- If there was a holistic plan with a vision for a skyline along this area, it may well be that the building before the Commission falls within that, and it is perfectly approvable.
- The plan has to be a uniform vision of the whole DPC.
- The Commission would not wish for the applicants to feel as if they have not submitted a meritorious scheme. The scheme is very well thought out from an architectural perspective.
- In the absence of a plan, it is up to the Commission to take a view, development by development if necessary, to make sure the overall effect is one that can be accepted.

The Chairman moved to take a vote on whether the Commission wishes to approve this outline application with conditions to readdress the building heights and with any relevant conditions that form part of the assessment by the department.

In Favour	-	8
Against	-	3
Abstentions	-	0

The Chairman added that a condition to review the plot ratio to height would also be included on the outline application.

JH asked the Chairman for information and timeframe on the new development plan.

The Chairman said that at the moment the TPD is in the process of formulating the tender documents for the Development Plan and then once that is ready, it will be put out to tender. The Chairman estimated that they expect it to take between 18 and 24 months from the time that work starts on it.

### **37/23 – 1565 --Gibraltar's Active Travel Strategy -- Supporting the decarbonisation of the Transport Sector**

Minister Balban was invited to address the Commission. He said that they were presenting the active travel strategy, which completely falls in line with the massively important climate change strategy. He said the intention is that the strategy sits within Planning to be part of the

Development Plan in the future, it lays down expectations and responsibilities on developers, planners and architects in the future and it will be similar to the expectations of other environmental requirements like swift boxes, electric vehicle charging points, bat boxes, etc.

Minister Balban said that urban planning, modern urban planning, must take into consideration modern thinking and the needs of the future liveable city as our new highway code prioritizes the pedestrian and the cyclist over cars, lorries and other modes of transport. He said that the DPC is the body responsible for approving these projects, and must ensure that the most vulnerable road users are safe and protected through proper pavements and now cycle lanes that fit the minimum standards required for width and for safety.

Janine Galliano(JG) from the Ministry of Transport presented the active travel strategy to the Commission.

CK explained that the Active Travel Strategy (ATS) and the appendices were circulated to members for any specific comments.

CK stated that in terms of comments received, the Environmental Safety Group (ESG) has confirmed that they broadly welcomed the ATS and also come up with a number of comments which embody wider principles including idling, signage, promotion of park and ride options and the continuity of cycle lanes.

CK said that the Gibraltar Heritage Trust (GHT) also generally welcome the strategy. He said that they do question the exclusion of the use of the City Walls, aside from the saluting battery stretch, to provide for some of the cycling, pedestrian routes for additional ones. CK said that the GHT suggest that there could be a north/south arterial route which could be provided on the walls, which discourage the building or refurbishment of buildings on the City Walls. He said they also question the concept of building ramps and structures in front of the City Walls and the omission of the Orange Bastion into South Bastion stretch of Line Wall defences as a potential route.

CK said that in terms of the TPD's comments, they have reviewed the document and it is a welcome step in the right direction. CK said that from a planning perspective, we envisage it will be used as guidance by the Commission in determining applications and will also be used to inform the policies of the Gibraltar Development Plan review as this comes forward.

CK said that the TPD believes it is important that the Ministry of Transport stresses the importance of the messages of the active travel strategy across to developers directly so that they are aware of what is going on and what is expected of them. CK said that in respect to the walking environment chapter, the TPD consider, as proposals come forward that consideration is given to tree planting within schemes to provide shading, which would encourage walking on those stretches.

CK said that in respect to the Westview Park proposals, the TPD considers that these should be revisited in order to accommodate the cycling within the park as it would prevent the loss of

a lot of existing on street parking and they also suggest that the Ministry reviews the potential use of the City Walls to provide that potential north/south arterial route. CK said that the TPD's comments as well as the comments from members will be formally sent to the Ministry of Transport for them to consider within the document.

The Chairman invited comments from the Commission.

JH said that a lot of work has gone into the strategy and it is a very positive step. She said that having campaigned on transport issues, and clean air in Gibraltar for so long, there are lots of things that come up, which is why they have fed back to the Ministry of Transport directly and sent to the planners their views on how our roads currently exist and behave today.

JH said that they worry about commercial vehicles, aging vehicles, visitor vehicles, pollution and how generally speaking, we have very, very, busy roads. JH stated that although encouraging, enhancing and making better provision for cycling, we cannot escape the fact that this will be happening and continue to happen in a very busy and potentially dangerous climate.

JH referred to the first rollout of the cycle lanes which is in Bayside Road, showing the direction of traffic and the direction of the cycle path. JH pointed out that a previous project, the Bayside One development, has already got planning permission, showing traffic operating completely in another direction. JH also mentioned that the new stadium will also commence works very soon. JH asked the ATS team to clarify whether all of the construction in the area had been considered and if it would be in direct conflict with the ATS government initiative.

The Chairman said that in the case of the Bayside One Development, the applicants have been in discussion with the Ministry of Transport, and they have already taken on board the changes that have been proposed. The Chairman said that it was the TPD's understanding that the applicants for the stadium had also been in discussion with them to ensure that there is no conflict.

JH said that she wanted the assurance from the Minister of Transport and his team that that issues of pollution and vehicle numbers which is also part of the STTP plan, will also be receiving energy and time from the department because they will have direct impacts on the quality of experience of cycling on our roads and on pedestrians and walkers.

JG said that under the climate change strategy, there is a whole section on transport initiatives. She said that ATS is just one aspect of one of the targets that is mentioned within that strategy. JG said that a lot of work has gone into that particular target, but that is not to say that they are not working on the other targets as well.

JH asked about the issue of idling, which is repeatedly brought to them by parents and the like, particularly outside schools, which has a direct bearing on the strategy. JH asked if the law to be introduced was nearing fruition.

Minister Balban said there is a lot more to discuss in terms of transport and what they were dealing with is one chapter, which is chapter six of the STTP. He said that what was being presented is the ATS for it to become part of the DPC and is how they intend to convince and encourage people to adopt more sustainable, alternative modes of transport. Minister Balban said that they have developed the idling law and the only thing that they needed to address is how they were going to police it, so they were very well advanced in that respect.

Minister Balban said that in terms of Bayside Road and the upcoming developments, they can rest assured that they have spoken to all developers and taken comments on board, taking into consideration the wider picture. He added that it is important for them because otherwise they are wasting their time in that respect.

Minister Balban said that when they move on to Glacis Road, there is a different outlook and perspective completely because they do not expect the development of any properties in that area, so that will become permanent infrastructure. Minister Balban added that the Bayside Road cycle path is an important way of getting people from the frontier because cyclists and pedestrians will be walking along the runway and they will be coming through Bayside Road as a first course.

The Chairman said that the TPD will be forwarding their comments to the Ministry of Transport and the strategy will form part of their considerations in future planning applications.

### Other Developments

**38/23 – O/18226/22 -- 2-6 Arengo's Palace Lane -- Proposed demolition of existing structures on the site and site clearance, construct of three new single storey bungalows to include three car parking spaces, with green roofs, landscaping and associated works.**

CK stated that the applicant had asked for this item to be deferred.

The Chairman confirmed that the application was deferred at the applicant's request.

**39/23 – F/18263/22 -- 29-33 Governor's Parade -- Proposed residential development comprising commercial areas, stores and ancillary facilities including a new swimming pool, gym and passenger lift.**

CK said that the site comprises Calpe Lodge which has been recently subjected to a planning application for hotel development as part of a wider site with the adjoining 5 to 9 Town Range that was approved by the Commission at the DPC meeting held in July 2022.

CK presented the application and the main points were:

- The proposed development comprises the refurbishment and construction of a two storey extension, providing 23 dwellings. 3 one bedroom, 2 two beds and 18 Studios.
- Basement level will contain 13 stores and a bicycle store that can accommodate 24 bicycles.

- No parking is proposed.
- Externally, the proposed scheme effectively mirrors the approved hotel scheme.
- Minor alterations, such as the incorporation of shutters on the upper floor, changes to the skylight within the scheme to the rear of the roof and slight alterations to the doors which were approved in the previous scheme.
- Renewables assessment confirms that the building will provide electric water heaters throughout and a solar thermal hot water system which can cover approximately 40% of hot water demand.
- External and internal solar shading.
- Passive natural ventilation and a green roof.

CK said that the application had been subject to public participation and notice was served on the owners of the occupiers of the surrounding buildings. CK said that they have received representations from the occupier of one neighbouring property, Jo Robinson and her comments were that while she welcomes the proposed refurbishment of existing buildings, she considers the height of the proposal too high and will overshadow Governor's Parade and Garrison library.

CK said that the applicant has provided counter representations, in which they stated the matters of height and massing were approved by the Commission in determining the previous application and these remain unchanged in this application.

CK said that in terms of consultee's comments, the DOE have confirmed that they require a renewables assessment, an EPC, bat and swift surveys to be undertaken prior to commencing the development and the final locations of bat and swift nesting sites to be agreed. CK confirmed that the applicant has already submitted a renewables assessment and EPC and are awaiting the department's clearance on what has been submitted by the applicant.

CK said that the GHT have no objection to the change of the development focus, although they note that comments on the previous iterations of the development still stand, including facade and streetscape appearance and incremental setbacks. CK added that LPS confirmed that they have no comments.

CK said that the Ministry for Heritage require an archaeological watching brief during excavations and groundworks. He said that they have also confirmed that the Ministry works closely with the applicant who is fully aware of what they require and is ready to accommodate their requirements. CK added that the Ministry of Transport welcome the 24 secure bicycle parking spaces and TSD have confirmed that they have no objections to the proposal.

CK said that in terms of the TPD's report, they welcome the proposed development. CK said that the scale, mass and design follows the previously approved application. CK said that the TPD has no objections to the change of use to residential and recommend that the application is approved by the Commission subject to clearance on the renewable strategy by the DOE, waiving the car parking regulations and including the conditions relating to heritage inventory of the site being undertaken, the archaeological watching brief, bat and bird surveys being

undertaken and detailed landscaping plans to be submitted prior to those works being undertaken.

The Chairman said that most members of the Commission are very familiar with the site and emphasized that they had previously granted permission for hotel use, which encompassed both Calpe Lodge and Albany house. The Chairman referred to CK's earlier comments and said that this application relates to Calpe Lodge only and it is for residential use, as opposed to the hotel use.

The application was unanimously approved.

**40/23 - F/18495/22 -- Chilton Court Estate -- Proposed construction of a raised playground/football pitch with car park and storage facilities below.**

CK said that this is a full application at Chilton Court estate which follows on from an outline application.

CK explained that in terms of the proposed development, it follows on from an outline application that the Commission approved back in June 2022, that was approved subject to conditions requiring the architectural treatment of the building to be softened through the use of varying materials, colour and landscaping, including vertical planting, the provision of 40% active electric vehicle charging points, detailed landscaping proposals.

CK said that the main changes from the outline application were:

- A reduction of the proposed stores, from 75 to 60.
- There has been an increase in car parking spaces within the carpark element, from 64 to 83.
- There are 22 electric vehicle charging points proposed, which equates to 26%. CK said that there is a slight shortfall on vehicle charging points but can be rectified with an amended drawing.
- There are 21 motorcycle spaces.
- There is one accessible car parking space that is maintained from the outline scheme.
- The lift to provide access to the facilities on the upper floor has been omitted and replaced with an accessible ramp.
- The exterior facade of the building has been vastly improved from the outline scheme.
- The applicant will be using a cladding system which allows vertical planting to be installed on it and grow and the intention is for a substantial amount of planting to be provided around the scheme.
- The applicant has also submitted a Transport Assessment and Renewables Assessment, setting out the main elements of sustainability including enhanced ventilation, natural lighting, water use reduction and water recycling to be used for irrigation.

- A Construction Environmental Management Plan (CEMP) has also been submitted which will show how construction will be managed in this vastly populated area of local residents which is which is welcomed.

In terms of consultee's comments CK said that the Ministry of Heritage and TSD have confirmed they have no objections, and the TPD had not received comments from the other departments presently.

In terms of the TPD's report CK said that they generally welcomed the revised scheme. CK said that it is a vast improvement on the outline submission and the TPD were glad that the applicant has taken on board the Commission's concerns regarding the softening of the appearance, and also the substantive landscaping that is proposed at this stage.

CK said that the TPD's only concern was that the 40% of electric vehicle charging points has not been met at present and they require 12 additional points to achieve that level. He added that the only other elements that need resolving are the clearances from the DOE and Ministry of Transport on the Transport Assessment which shows all the sight lines in the access and egress, and the renewables aspects.

CK said that overall, the TPD recommend approval of the application subject to an updated plan showing full compliance with electric vehicle charging points and clearances from the DOE and the Ministry of Transport on those documents before a planning permission is issued. CK added that the planning permission will have the required conditions regarding bat and swift surveys to be undertaken prior to the commencement of the development, and detailed landscaping proposals are submitted for approval prior to those landscaping works shown on the plans taking place.

The Chairman invited comments from the members of the Commission.

MHEYS said that he was involved in the project at outline planning stage and there has been a lot of consultation with the tenants' associations. MHEYS said that they felt that it is a very good project for a number of reasons, not only environmental it will improve the playing areas for the children. MHEYS agreed that the requirement for the vehicle charging points must be met.

JH said that she really loved the green park addition.

The application was unanimously approved.

**41/23 – O/18528/22G -- Europort Avenue, Europort Road and Eurocity Passage -- Proposed pedestrianisation and beautification works converting Europort Avenue into one-way road, introduction of bicycle lane amenity spaces, kiosks, lighting, landscaping and other further improvements.**

CK said that this is a Government application involving the proposed pedestrianisation and beautification of the area surrounding of Europort Avenue, Europort Road and Euro City

passage. CK said that it should be noted that this site forms part of Route 5 of the Europort cycle route areas zone within the ATS that was considered earlier in this meeting.

CK referred to the photos/slides shown on screen and presented the application. He said that the overall project is looking to convert Europort Avenue into a one-way road and welcoming space for pedestrians. CK added that it covers three zones and these were the main points:

CK said that in terms of zone one, initially, there were two options presented by the applicant. The first option was for a drop off service road and the second for play areas and a commercial unit in front of the schools. CK mentioned that the proposals for the schools have been updated following consultation with the Ministry of Education and also, in order to resolve concerns about providing suitable drop off facilities to St Martin's School. CK stated that what is being proposed is a drop-off bay which will accommodate three spaces and five parking spaces for drop off including one designated accessibility space, the cycle lane, pedestrianized space with a kiosk and outdoor seating, and planting area.

CK said that the second zone is the continuation of cycle lane, the repositioning of the parking and the bus stop, and the construction of two kiosk areas at the sides. CK added that this zone also includes the northern part of the Euro City passage. CK added that there is also an omission of the previously approved proposed parking which will now be a seating and pedestrianized area and it should also be noted that it is an approved Service Road, which requires guaranteed vehicular access in order to pick up refuse from the Bin store.

CK said that in zone three, the proposal is the continuation of a cycle path going up past up to West one, and proposals for additional planting, making better pedestrianized environment, and softening the appearances of the ground floor facades of these buildings.

CK said that in terms of the consultee's comments, the DOE has confirmed that they require 5% of the total land area to be provided as green area. They would like a tree and plants survey to be undertaken prior to work commencing and they would require the department to be consulted regarding the landscaping proposals. CK said that the DOE also require a maintenance scheme for the landscaping to ensure that it is maintained once it is planted, bird nesting sites, recycling facilities.

The cleansing superintendent confirmed that the service roads between Euro Towers and West One, requires unhindered vehicle access as it has been approved by the Commission within the Euro City development, to allow for refuse collection.

CK said the Department of Housing and the Ministry for Heritage have confirmed that they have got no objections.

CK said Ministry of Equality have confirmed that they would require tactile paving to be provided throughout and they also require contrasting colours and tones between the footpath, the cycle path and the green areas. He added that they would oppose to the creation



of any step to areas creating artificial topography within the scheme, and the applicant must ensure that the planting areas do not become trip hazards.

CK said that the Ministry of Transport have confirmed that they have no objections and that the applicant is liaising with the Ministry of Transport in preparation of the application. CK confirmed that the Traffic Commissioners confirmed that they have no objections, in principle, to the proposals. He said that they reiterated the points raised by the Ministry of Equality and also noted that the speed bumps indicated along Europort Avenue, could cause issues for emergency vehicles. CK said that they have also raised concerns regarding no barriers protecting the public from the road element of the scheme.

CK said that the TSD have no, in principle, architectural objections to the proposed pedestrianisation or the provision of cycling routes, however, there are concerns raised regarding the systematic reduction of parking spaces, which developers have undertaken over the years and looking to undertake here. He said that the TSD confirm that whilst there is recognition and acceptance of the principle of improving pedestrianisation, the plan negates the facility of continuing with parking facilities for Euro towers residents as well as the West One estate and consider that the point has been reached where there are no on street parking facilities for the estates. CK said that the TSD note that the applicants reference to the existing condition segment makes disparaging statements with respect to the issue of sightlines being unappealing, which they consider has become manifest as a result of developers' inability to integrate refuse collection facilities within developments and having to accommodate them outside of the developments which have come forward.

The TSD consider that the issue of the loss of approved parking for private estate needs careful consideration in respect to these proposals.

CK confirmed that there were no comment received for the GHT and Land Property Services (LPS). He added that notice on the application was served on LPS, the Housing Department and the management companies of all the surrounding private developments and no representations have been received.

CK moved on to the TPD's report and said that they generally welcomed the proposals, which are a move towards more sustainable situation on this site and in line with the proposals set out in the ATS, and they hope this scheme, as it comes forward, acts as a catalyst for further sustainable travel proposals in the heart of this part of Gibraltar. CK said that the TPD also welcome that further work has been undertaken with the Department of Education in respect to the drop off proposals in front of the schools, which are being constructed, and would require the revised proposals to be integrated within the full application.

CK said that from a planning perspective, there are a couple of concerns that the TPD have and these could be dealt with via conditions on an outline planning permission should the Commission be minded to approve the scheme. CK said that whilst there is no objection in principle to the provision of kiosks within the scheme, it is imperative that these are of a uniform design when submitted at full planning and thought is given to any outdoor seating. CK said that details of pergolas and umbrellas for shading are also to be submitted and to be of

uniform design throughout and there needs to be thought to ensure that the outdoor seating areas provided do not conflict with the bicycle lane. CK required the use of screening to prevent any conflict or some other method of separation.

CK said that tree planting throughout the scheme needs to be carefully considered as it is an opportunity to provide shading to pedestrians and encourage walking. CK added that it is something that can be looked at as the landscaping proposals for the scheme progress.

CK stated that the TPD has concerns regarding the loss of approved on street and off street parking on the service road between the Euro City passage, with a loss of 15 spaces in total. CK said that from the TPD's perspective, this erodes the agreed parking levels for the Euro Towers, Euro City and West one schemes, which were already significantly reduced at the time and it would put undue pressure on public street parking elsewhere.

CK finalized by saying that the TPD also recommend as conditions that the applicant liaises with the emergency services to ensure that any proposed traffic calming measures do not have a negative impact on emergency vehicles using the Europort Avenue and they also think that the applicant should liaise with the Department of Education and the RGP to ascertain if any barriers are required in front of the schools, etc. He said they should also liaise with the Ministry of Equality to ensure that an accessible environment is provided as the design progresses to full planning. CK said that the TPD recommend to the Commission that the scheme is approved subject to conditions and the requirements set out by the consultants.

The Chairman summarized the conditions and invited the comments from the members.

MESCE said that they fully support the whole idea and it is a great move. MESCE said that trees will definitely provide great shade in the area. He said that with regards to concerns about parking, the new schools will include a lot of parking so there will be spaces in the area. MESCE said that they welcomed the change of access to the new schools because it provides a good open area in front of the schools without traffic going through. MESCE agreed that there should not be a playground and that the area should remain open. MESCE added that the department is happy with the designs and that the area will have to be ready at the time that the new schools open this coming September.

MHEYS said that he could see how this proposal could be complemented with the further removal of the wall separating Chilton Court and Queensway to further beautify the area. MHEYS thought that the proposal was a vast improvement to the area and would also benefit the elderly residential housing at Charles Bruzon House. He added that it would be an added experience when walking into the town area. MHEYS said that he would be voting in favour of this project.

GM said that they need to be very careful and cannot really dismiss the facts and the problems which are starting to exist here. GM said that presently, as has been alluded to by CK, the fact that there is a significant reduction in parking spaces within estates now, they need to be careful that the DPC does not run wild with the fact that they are getting rid of parking spaces

within estates and they are not being able to be accommodated elsewhere. GM said that the on street parking which used to exist, is being minimized in the area and it is going to create untold problems for residents of estates. GM said that as far as the pedestrianisation cycle routes, and overall redesigning of the area, that certainly is most welcomed.

The Chairman invited Minister Balban's who is involved with the project and not speaking as a member of the Commission, to comment.

Minister Balban said that it has been a project involving many departments and it goes hand in hand with the ATS presented earlier in the meeting. He said that it is a hugely ambitious but doable project and it will give us a living street, a street where people can enjoy and is part of the initiative to promote a greener, more child friendly city.

Minister Balban thanked the Chairman for allowing him to voice his opinion.

MHEYS said that the new school parking spaces would cater for nearly 200 vehicles and confirmed that some spaces will be sold and some will be pay parking. He added that the schools will provide a gain in spaces to the ones currently available.

JH said that if the information on compensation of parking is provided, then there would not be the concerns to raise. JH said that these were positive changes to our road scape, with vegetation space, especially due to the challenge of greening up our streets because of all the services that run beneath them. JH said that it is likely that the Ministry has explored this very carefully, given that all Ministers have been involved in assessing the projects and the plans, but wanted to question how carefully has that been done. JH agreed that the TPD raised the comment about maintenance on all planted areas around the shared use as there are cars moving at speed and visibility is key. JH mentioned that Gibraltar already has some issues in some roundabouts where the line of sight is not clear. JH said that safety has to be paramount in a shared road space where you have vegetation, walkers, cyclists, scooters, and cars all moving in an area. She added that the line of sight has to be made very clear.

The Chairman agreed with JH's comment and thought that a maintenance plan needs to be taken into account. The Chairman said that these comments can be taken on board in developing the design as it progresses to the next stage and was sure that the Minister of Transport welcomes these kinds of comments so they can take them on board. The Chairman said that the recommendation was to approve the application subject to the various conditions in respect of the parking between Euro city and Euro towers, and reminded the members that the parking was required for private development. He said that it is a requirement of the developer to provide that parking so that is the reason for the recommendation, which is that the parking should be retained as originally planned.

CV said that he totally agreed with the comments raised by the members. CV said that the whole concept that has been pointed out is the idea to create more family friendly areas, instead of having cars parked in what is within the estates. He said that the area could now be a vibrant area for cafeterias, and a much nicer environment. CV said that he took the point about

their parking areas, but it is something that could be looked at in detail and potentially be housed under what is the Eurocity Development.

The Chairman said that with a suitably worded condition that looks at that parking issue, he suggested that the DPC approve the outline application with a condition where that specific point about the parking in that area is reviewed to the satisfaction of the Commission and either is retained and designed round or a suitable alternative provided.

The application was unanimously approved.

**42/23 – F/18568/22G --The Mount, 15 Europa Road -- Proposed remodeling of existing tennis court, construction of new paddle tennis court and ancillary community facilities.**

CK said that this application involves the existing tennis courts located on the south side of the Mount and an area of existing vegetation and paths located around the tennis court, including a number of existing protected trees. CK said that the site is covered by a blanket TPO and is for the redevelopment of the tennis court area, by the Government of Gibraltar. The main points were:

- HMGOG are looking to remodel the existing tennis courts located on the site with a slight displacement to the north that would allow for the construction of a new paddle tennis court to the southeast corner of the site.
- Construction of the paddle court will also result in the removal of the current collapsing stone walls which will be reused in the landscaping proposals across the site.
- The paddle court will have a glazed enclosure for walls to reduce the visual and massing impact.
- The proposals also involve the provision of a landscaped ancillary community facility surrounding the paddle court, which will include the provision of spectator seating, ramped access for disability users to gain access to the sports facilities, the provision of toilet facilities and drinks vending machines.
- CK said that the northern part of the site and will incorporate a green roof.
- The existing wall and pathways throughout this part of the Mount are to be repaired.
- CK said that HMGOG are also intending to provide lighting, seating, a gym and play equipment.
- The proposal involves the loss of two trees with the further removal of a tree which has been confirmed to be dead.
- CK said that there are a number of other trees and planting on the site which they are looking to relocate in landscaping proposals.

CK said that in terms of consultee's comments, the DOE is objecting to the application as it would lead to the loss of a green area within an important site that holds a TPO and is not acceptable. He said that the DOE have carried out tree assessments and do note that the removal of the chinaberry tree could be acceptable if it were to be replaced with a better tree as it is in poor form, relatively small and with a very imbalanced crown. CK said that the DOE also note that whilst the relocation of some of the shrubs and tree saplings, including Algerian Oaks, could be relocated, they do not welcome the complete loss of that area. CK said that the

DOE also welcomes the installation of the green roof on top of the proposed site facilities aspect.

CK said that the Cleansing Superintendent has confirmed that they must be consulted to determine specific refuse storage requirements as a result of the proposed development.

CK said that the TSD have confirmed that they have no objections and the Ministry for Heritage confirm that they do not have any concerns with the development proposals.

CK said that in terms of the TPD's report, the proposals partially follow the previous outline application, although the applicant is now seeking to retain and remodel the tennis court, which means that an area of existing vegetation will be removed, including the loss of two trees and vegetated area. CK said that the DOE is objecting on the basis that the Mount is protected by a blanket preservation order. CK said that the Commission will therefore need to balance the loss of the green area which is approximately 20 by 10 square meters.

CK said that there is a need to balance that loss against proposals which will retain an existing tennis court and construct a new court which will provide additional sports facilities in the southern part of Gibraltar, which are limited. The Commission must also take into consideration, as additional planning gain, the provision of ancillary community facilities including mobility friendly access, public seating, gym, play equipment areas and public toilets within the Mount as well as additional soft landscaping, repairs to the existing paths and walkways. CK said that the provision of new landscaping, including additional tree planting, would provide much needed and welcome recreational area in the south district, and also facilitate access to the Mount development as the master plan comes forward.

CK said that overall, the TPD considers that the proposals are welcomed, and they should be recommended for approval subject to the following conditions which would require detailed landscaping plans to be submitted prior to landscaping works commencing, and this would need to include additional tree planting to fully compensate for the loss of trees protected by a TPO. He added that tree protection measures will also be required to be submitted so that the other trees in the surrounding area are protected.

CK said that during construction works, the TPD will require details of the seating and gym play facilities to be submitted for approval prior to the installation and the conditions on the outline planning permit for the wider Master Plan, which required wayfinding signage and interpretation signage, will also apply to this scheme. CK added that those proposals would need to come forward in consultation with the relevant stakeholders. CK said that there is also a requirement for an archaeological watching brief for this site in general, which would need to be conditioned, details of the external lighting strategy and consultation with the cleansing superintendent regarding the refuse facilities.

The Chairman clarified that in the outline application, there was no intention of the loss of the green area because the tennis courts were going to be converted. The Chairman said that

instead of that, what is now being proposed, is a tennis court and a paddle court which results in the impact and loss of the green area.

The Chairman invited comments from the members of the Commission.

KB said that any loss of that green area would be unacceptable. KB noted that the chinaberry tree that CK mentioned is certainly in a very bad state but the answer there would be to replace it with something better and retain the green area.

JH said that she respected the amount of effort in providing the DPC with lots of reports and information.

JH referred to the slide presented on screen and pointed out that apart from the direct impact of the paddle court, there is additional loss of vegetated area due to the large area proposed as seating, that she certainly would not accept. JH said that she was very happy to see the tennis court being retained and to try and combine both facilities, but wondered if there could be minimal vegetation loss by forgetting the seating to at least retain more of the vegetated area that is currently being proposed to be lost.

KB said that the more elements removed from the proposal the more green area that can be retained, but his view is that that green area should not be impacted at all. KB reiterated that the whole of the Mount garden has a TPO.

CAM said that the GHT welcomed the master plan when it was tabled last year, and on the whole understood at that time that there would need to be some areas of compromise on landscape cultivation and pathways but said this area was not specifically mentioned in the master plan. CAM said that the GHT was also concerned about the amount of loss of green area, and suggested that it can be offset, perhaps as JH was suggesting, with the reduction of the seating. CAM asked the Chairman what the requirement is for all that hard standing around the new layout of the courts.

CK referred to the slide shown on screen and suggested alternative layouts to the pathway to reduce the impact on part of the open space.

MESCE said that if the application is approved, there would have to be a provision of a number of trees to replace whatever is lost and suggested that the applicant looks at some areas which perhaps are currently tarmac and make them green. MESCE said that in terms of the seating area, it feels like removing a green area in order to provide stands and that has never been part of the initial plan. MESCE suggested that one of the conditions should be that the seating area needs to be removed completely.

MESCE added that this application would require a separate permit for the removal of the trees and green area. He added that the applicant would have to apply for permission to carry out any tree work, removal of any trees, and certainly for the landscaping to be approved.

MESCE informed the applicant that he welcomed the use of the Mount and opening it to public use as it is long overdue.

The Chairman asked that on what evidence it had been decided that there should be both, a tennis and paddle court there, or whether it could just be as per the original, which was the retention of the tennis le court,

MHEYS said thought he that the original submission of a tennis court would have been better.

JH noted the loss of tennis courts around Gibraltar. JH said that Sandpits is a very busy club and is very difficult to get a tennis court as they are always full. She said that tennis players would argue that there is a need for more tennis courts if they look at the issue holistically, maybe it should be retained.

The Chairman said that the members can agree that most of the project is acceptable. The Chairman said that the TPD consider approving the application with the omission of the seating area, and that the architects consider further, minimising the loss of the green areas as far as practical, in terms of any proposed areas of hard surfacing. The Chairman added that MESCE has already advised that because this area is subject to a Tree Preservation Order, a separate permission would be needed to remove any trees, and they need to provide further compensation if we are to lose the existing trees, particularly the tree where the paddle court is located.

MESCE said that with those recommendations, it would be acceptable, because it means that the members can work with the project to satisfy the DPC's requirements.

The Chairman moved to approve the application on that basis and said that those issues would need to be resolved before the permission is issued.

The application was unanimously approved.

**43/23 – F/18571/23G -- Eastern Beach Car Park -- Proposed construction of an additional floor to the existing multi-storey car park to provide additional car parking spaces.**

The Chairman moved on to item 10 and invited Peter Cosquieri, Town Planning Assistant (PC) to present the application.

PC said that this was a Government application seeking full planning permission for the construction of an additional parking level to Eastern beach carpark. PC said that the site currently consists of a three storey car park, with an open third floor located to the south of Eastern Beach. The main points were:

- The second floor receives an increase of height of 2.6 meters, raising the total height to 9.6 meters.
- The new additional floor will achieve a net gain of a 144 car parking spaces in addition to the existing 435 giving an overall total of 579 spaces.

- Access to the additional floors will follow on from existing vehicle and pedestrian access extending them to the new floor.
- The Gibtelecom antenna on second floor is to be relocated to the third floor.

PC said that notice was served to the owner of the antennas and no representations have been received. PC confirmed that no electrical vehicle charging points have been proposed.

PC said that in terms of consultee's comments. The DOE had no objection and welcomes the implementation of energy saving measures. PC said that the Director Civil Aviation had no objections and requested aeronautical based conditions to be imposed on the permit and the Ministry of Traffic, the Ministry for Heritage, and the TSD had no objections.

PC said that an objection was received from a tenant at E1 with the main concerns being, the loss of sea views, that HMGOG wants to discourage car use, not provide more facilities for cars and that the car park will only be used in the summer months and will be aesthetically detrimental to the beach area. PC confirmed that there were no counter representations for this application.

PC said that the TPD generally welcomes the development for the provision of additional public car parking at a destination area where there is a demand and an increase in population. PC said that the proposed extension mirrors the design principles of the existing buildings and fits into the site and surrounding areas with minimal visual impact. PC said that the TPD has concerns that there is no electrical vehicle charging points provided and consider that the applicant should introduce electrical vehicle charging points to align with a sustainable transport agenda. PC said that the TPD recommends approval subject to conditions requiring details of the relocation of the antenna to be submitted for approval and details of electrical vehicle charging points to be submitted for approval prior to commencement of development.

The Chairman said that the TPD's view is that the development is acceptable in terms of its design, and also providing additional parking for an area that is experiencing quite a lot of growth.

MESCE said that he supported the requirements for electrical charging points, because the policy is that by 2035, no new private vehicles can be registered that are not electric. MESCE said that even if they are not all provided, the infrastructure should be there.

The Chairman confirmed that there is no specific requirement in the regulations for this kind of public carpark and said that in private developments, it would normally be 20%, although the Commission has imposed 40% on some more recent developments.

MESCE said that he would expect to maintain the standard required for private development so a minimum of 20% of spaces with a recommendation that they should aim for 40% of spaces.

JH was glad to hear that PC advised that the relocation of the mast has already been planned and said that the first time that it was set up, the sign defining the safe area marked out to keep



people from loitering near the mast, took a long time to be installed. JH said that if the mast does get relocated, the DPC must demand that adequate signage is provided to make sure people do not hang about the mast. JH asked that apart from the E charging, what else was the applicant including that was green.

CK confirmed that this would be the implementation of energy saving measures during construction, which is a standard requirement.

MESCE made the recommendation that the development should include solar panels. He said that open top car parks can have solar panels which would also provide cover for the cars.

The Chairman moved to approve the application subject to a minimum 20% electrical charging points, although 40% would be recommended, the relocation of the antenna along with adequate signage and the provision of solar panels, with the quantity to be agreed with the DOE.

The application was unanimously approved.

#### **Minor and Other Works– not within scope of delegated powers**

**(All applications within this section are recommended for approval unless otherwise stated).**

#### **44/23 – F/18522/22 -- Villa Darenì 7, 21 Little Genoa Sir Herbert Miles Road -- Proposed internal and external alterations including conversion of void into basement living area.**

CK said that this is a two storey, semi-detached residential unit with a double garage within Little Genoa, and that below the property, was a void which runs along the residential units. CK said that the proposed development basically involves the conversion of the void at that basement level into a basement living area with stair access to ground floor, the proposed integration of one of the garage into a living space, and proposed alterations at second floor level to include the installation of a pergola which is similar to three other properties within this estate.

CK said that there have been no objections from the consultees.

CK said that the TPD generally find the scheme acceptable except for the integration of the garage within the living accommodation at ground floor level. CK said that it would mean the loss of a car parking space and the houses are supposed to have two car parking spaces under the regulations to serve them. CK said that the TPD have been on site and no other garages have been lost. He added that the TPD believe that this would set a precedent within this development as others would want to follow use.

CK said that the TPD's recommendation is to approve the application subject to this garage conversion element been omitted from the scheme and revised plans being submitted which we could then approve at a subcommittee level.

The Chairman invited the applicant Adrian Olivero (AO) to address the Commission.

AO said that they filed the application, there were exchanges between their architectural team and the TPD and they were led to believe that everything was okay. AO said that the garage is an integral part of the house and they have direct access from the living room, into the garage. AO said that there is another parking space immediately outside the garage and as recommended by the ATS, the family would be downsizing to just the one vehicle. AO hoped that there would be some dispensation due to the reasons stated.

MESCE said that he had no problem with the proposal as it stood and would support the application.

The Chairman moved to take a vote on the application as submitted on the understanding that if it is a negative vote, the Commission will then take a second vote on the alternative recommendation to retain the garage space.

In Favour	-	6
Against	-	5
Abstentions	-	0

The Chairman confirmed that the application was approved as submitted by majority vote.

---

#### **Applications Granted by Sub Committee under delegated powers (For Information Only)**

**NB: In most cases approvals will have been granted subject to conditions.**

**45/23 – F/18392/22 -- 2 Prevost House, Buena Vista Estate -- Proposed enclosure of rear balcony with glass curtains.**

**46/23 – F/18396/22 -- Milton House, 15C Town Range -- Proposed installation of solar panels on roof of building.**

**47/23 – F/18419/22 -- Villa Genovesa, 5 Little Genoa, Sir Herbert Miles Road -- Proposed extension and refurbishment.**

**48/23 – F/18459/22 -- Villa Capri 9, 21 Little Genoa Sir Herbert Miles Road -- Proposed removal of existing pool via construction of new slab over it to allow for new open terrace and new covered terrace.**

**49/23 – F/18513/22 -- 1-3 Engineer Lane -- Proposed change of use from residential (Class C3) to offices (Class A2) on first to third floor levels.**

**50/23 – F/18545/22 -- Commercial Unit, First Floor, Forbes 1848 -- Proposed internal alterations and installation of vinyl's at first floor level.**

**51/23 – 1555/ P/039/22 -- 12.1 College Lane -- Proposed painting of building façade and repair works to ground floor entrance.**

**52/23 – 1555/ P/040/22 -- 11 Naval Hospital Hill -- Proposed painting of building façade and windows/door.**

**53/23 – 1555/ P/041/22 -- 5 Baca's Passage -- Proposed painting of building façade, windows and shutters for water proofing.**

**54/23 -- Any other business**

There was no other business.

**Chris Key**

**Secretary to the**

**Development and Planning Commission**