

THE DEVELOPMENT AND PLANNING COMMISSION

MINUTES

Minutes for the 5th meeting of 2024 held remotely via video conferencing on 27th March 2024 at 9.30am

- Present:**
- Mr P Naughton-Rumbo (Chairman)
(Town Planner)
 - The Hon Leslie Bruzon (MICS)
(Minister for Industrial Relations, Civil Contingencies and Sport)
 - The Hon Dr J Cortes (MEEC)
(Minister for Education, the Environment and Climate Change)
 - Mr E Hermida (EH)
(Chief Executive)
 - Mr G Matto (GM)
(Technical Services Department)
 - Mrs C Montado (CAM)
(Gibraltar Heritage Trust)
 - Mr K De Los Santos (KDS)
(Land Property Services)
 - Dr K Bensusan (KB)
(Gibraltar Ornithological & Natural History Society)
 - Mr C Viagas (CV)
 - Mrs J Howitt (JH)
(Environmental Safety Group)
 - Mr C Freeland (CF)
(Rep Commander British Forces, Gibraltar)
- In attendance:**
- Mr C Key (CK)
(Deputy Town Planner)
 - Mr R Láposi
(Minute Secretary)
- Apologies:**
- The Hon Dr J Garcia (DCM)
(Deputy Chief Minister)
 - Mr H Montado (HM)
(Chief Technical Officer)

Approval of Minutes

126/24 – Approval of the Minutes of the 3rd meeting of 2024 held on 29th February 2024 and Approval of the Minutes of the 4th meeting of 2024 held on 21st March 2024.

The minutes of the 3rd meeting of 2024 held on 29th February 2024 and the minutes of the 4th meeting of 2024 held on 21st March 2024 were not ready and were deferred to the next meeting to approve.

Matters Arising

126/24 – F/18809/23 – 6/6 Castle Road -- Proposed construction of new private and commercial storage units and associated ancillary works.

CK informed the Commission that the application was last tabled at the DPC meeting held on 25 January 2024 where Members resolved for the applicant to modify the proposed development under Section 28 of the Town Planning Act, and in line with the recommendations of the Town Planning Department (TPD) which were for the applicant to:

- reduce the height of the building in line with the parapet wall of the terrace of the adjoining properties to the rear of the site;
- demonstrate how access can be provided to the whole of the retaining wall and how this can be achieved;
- reconfigure the internal layouts of stores with potential provision of mezzanine level storage in lieu of omission of second full storey of storage accommodation;
- omit car access from the site and provide details of the delivery bay on opposite side of Castle Road and provision of lift on ramp to transfer goods;
- provide bicycle and motorcycle parking within the forecourt and associated set back of covered port to reduce impact of scheme when looking northwards on Castle Road; and
- re-position windows on south facing elevation out of line with objector's patio.

CK informed the Commission that the TPD had also met with the applicant on two further occasions, including a site meeting, to discuss the DPC's requirements and the applicant had subsequently submitted a revised set of plans.

CK advised Members that the revised plans included:

- the setting back of the proposed stores from the adjacent residential building to retain a clear 1.5m gap from the existing retaining wall;
- to provide a varying distance of approx. 2.6 – 4.0 metres between the proposed building and the adjoining residential properties;
- the actual height of adjoining building of 54.94m was now shown on the plans, whereas previously the height of the adjoining building was depicted as 53.4 m, and the adjoining residential building actually sits 1.5 m higher than had previously been shown.

CK advised the Commission that instead of lowering the height of the building in line with the parapet wall as had been requested, the applicant had amended the drawing to allow Members

to reconsider the amenity issues associated with the height of the proposed building. CK also confirmed that the revised plans included a maintenance zone to access the retaining wall and that vehicular access had been omitted from the scheme with ramped and commercial lift access incorporated for the servicing of the proposed storage units.

CK advised that the objectors had been consulted and the TPD had received four sets of additional representations. CK provided Member's with a summary of the representations that had been received referencing amenity issues associated with the height of the proposed development, concerns regarding the ability of the retaining wall to withstand the construction, requiring access to the retaining wall at all times, overshadowing of the Clock Tower as a result of the proposed development and that the windows on the east elevation would result in privacy concerns with an adjacent resident.

The Chairman invited the applicant to address the Commission.

S Olivares (SO) assured the Members that the developers' team is concerned with privacy issues and will shift the windows away from Rosie Capurro's property. SO also reassured Members that loss of privacy is taken seriously, and that louvered privacy panels to the proposed walkway will be installed which will protect privacy of the residential dwellings to the rear of the site.

SO confirmed that the building will be kept below existing structures such as the shed right next to Clock Tower and the shed built on top of the retaining wall in the courtyard. SO confirmed that the height of the building will be 0.35m lower than the existing partition wall on Mr Lopez's patio. SO highlighted water ingress issues related to that part of the site from adjoining properties which needed to be addressed.

On request of the Chairman, SO confirmed to Members that the whole walkway is going to be covered by louvered panels preventing anyone being able to jump over to neighbouring properties to the rear of the site. SO explained that the development has been stepped back from the retaining wall as requested by TPD and it will provide sufficient space to maintain the retaining wall.

Finally, SO informed the Commission that he is committed to undertaking ongoing communications with the neighbouring properties to address issues relating to the development of the site which is in dire need of development and that heritage bodies and the Gibraltar Heritage Trust (GHT) have been consulted and the Clock Tower will be exposed and repaired.

CK confirmed that the revised plans had been consulted on and that the Ministry of Transport (MoT) had reconfirmed that loading and unloading cannot take place from within the site and confirm that if any public parking spaces are proposed to be lost (for loading/ unloading), this needs to be shown on a proposed plan and needs to be tabled at the Traffic Commission meeting.

CK presented the TPD's planning assessment of the application reconfirming that the previous recommendation of TPD to modify the scheme was to address issues of residential amenity.

CK said that whilst the applicant has not fully followed the recommendations to modify the scheme, they have undertaken an alternative approach to considering TPD's concerns by

addressing the true heights of building in the plans and providing a 1.5 m setback from the retaining wall meaning that the adjacent residential properties will be between 2.6m and 4.0m from the building. CK advised the Commission that the TPD consider that this satisfactorily addresses amenity issues regarding loss of outlook / loss of light and presents a situation which is not as claustrophobic as when the building was proposed right up against the retaining wall.

CK also clarified that whilst the scheme will result in the loss of some views, it must be stressed that this is not a planning matter or a material consideration in determining the application.

CK concluded that overall, the TPD welcomed the changes and the recommendation is for Members to approve the revised scheme subject to conditions requiring:

- bicycle and motorcycle parking to be provided in the forecourt;
- an associated set back of the covered car port to be provided to reduce the impact of scheme when looking northwards on Castle Road;
- details of a loading and unloading bay on opposite side of road to be submitted and cleared by the Traffic Commission;
- re-positioning of the windows on south facing elevation out of line with objector's patio;
- details of the green or brown roof to be submitted for approval by the Department of Environment (DoE);
- details of photovoltaic panels to be submitted;
- bat and bird surveys to be submitted prior to the commencement of the development;
- bat and swift nesting sites to be integrated within the development;
- requiring the applicant to apply for a Heritage License for any works to Listed structures;
- requiring details of interpretive signage of the Clock Tower to be provided and developed in consultation with the Ministry for Heritage (MfH) and the GHT; and
- for an Archaeological Watching Brief (AWB) to be undertaken during any groundworks.

CAM advised Members that the restoration of the Clock Tower should be imposed as a condition and that as a scheduled monument it would require a Heritage Licence

The application was unanimously approved by Members subject to conditions set out in the Town Planning Report and the additional condition regarding the works to the Clock Tower.

Major Developments

127/24 – F/19028/23 – Site to the rear of The Cross of Sacrifice Monument and space above the existing Park & Ride building on Devil's Tower Road -- Proposed development comprising a new educational establishment (Class D1), offices (Class A2), a cafeteria at ground floor (Class A3), a new level of parking to accommodate the new homes and offices with three to five floors of residential units (Class C3) above the car park to include

CK introduced the scheme, confirming that this application followed on from an outline planning permission and set out the requirements which the full application needed to address including revisiting and addressing the verticality of the upper portion of the western elevation of the new building, investigating the feasibility of providing a public path across the

rear of the site, reconfiguring the parking provision so that excess parking is provided for the college and the café, and used to provide additional bicycle and motorcycle parking, and revisiting the proposals for the Cross of Sacrifice area in conjunction with the Commonwealth War Graves Commission (CWGC) and heritage bodies.

CK explained the changes that had been made in the full submission confirming that the applicant had revisited the facade treatment of the upper portion of the west facade via the introduction of protruding vertical elements between windows to break up the predominantly glazed feel and additional greening, whilst identifying that the lower vertical fins had been replaced with larger spaced columns to open up the area and provide a less restrictive space for trees. CK confirmed that glazing in the Monument Place building had been reduced by 25 – 30% to aid in the reduction of heat gains and the size of the access core on the eastern end of the site had been enlarged to increase the number of lifts in the building at this end as well as provide a concealed technical area on lower levels by the existing car park and provide five x studio apartments on the new residential levels above.

CK confirmed that in respect of sustainability the development is expected to meet NZEB standards and that this will be achieved using a package of active and passive measures including utilising the orientation of the building and natural cross ventilation, installation of green/brown sedum roofs as well as green walls, utilizing passive shading from projecting balconies, use of the existing aquifer for irrigation, use of a Heating, Ventilation and Cooling system (HVAC), use of heat pumps, electric vehicle charging points and energy efficient lifts, as well as use of solar panel integration on the building's rooftop, and the use of rainwater harvesting and greywater recycling.

CK highlighted that the applicant has reconfigured the parking provision in the scheme so that excess parking is provided for the college and the café and to provide additional bicycle and motorcycle parking. CK detailed the materiality of the development and touched upon the proposed landscaping including substantive green walls on the car park as well as the provision of a Courtyard mews and Mediterranean roof top garden.

CK advised that the applicant has revisited the proposals for the Cross of Sacrifice (CoS) and these proposals have seen further revision since the full application had been submitted to address concerns by the CWGC which the applicant had taken on board and the proposals for CoS now included a walled courtyard design with a garden of loss wrapped in a perimeter of Campaigns, whilst providing permeable routes through to the College behind and utilizing rammed earth.

CK confirmed that the applicant had investigated the feasibility of providing a public path across the rear of the site including a pedestrian path and a cycle lane and that this had been discussed with the Highways Section of the Technical Services Department (TSD) and the MoT, however, both consultees had concurred that the rear of site is well out of public sight, and raised concerns that an area excluded from public view could encourage antisocial behaviour, and that they would, therefore, not support such a proposal and so this aspect has not been progressed further.

CK confirmed that the original Aeronautical Study (AS) submitted in support of the application had confirmed breaches of the Obstacle Limitation Surface (OLS) in respect of a paddle court and the overall height of building at the western end of the site and that following an objection from the Defence Land Agent (DLA) these elements had been addressed through a redesign

and revised plans including a reduction in floor to ceiling heights of Monument Place and the omission of paddle court which has been replaced by a Pickleball Court. An updated Aeronautical Study had been submitted which confirmed that the proposed development now sits below the OLS by 0.16m.

The Chairman invited the applicants' team, Ben Benzecry (BB), C Orihuela Garcia (COG) and Gillaine Dellipiani (GD) to address the Commission. GD highlighted that the scheme started with strong objection from CWGC which evolved into a productive dialogue and led to improved design. GD reminded the Commission that the intention is to renovate, refurbish and give prominence and importance of the CoS monument. GD articulated that this also meant the acceptance of losing approximately 700sqm of developable area to accommodate the changes. GD also stressed that the equation used to calculate NZEB should be updated to include passive measures as well as active measures.

CK confirmed that the application had not been subject to full public participation, as the proposals follow on from an approved outline application and confirmed that the applicant had served notice of the application on the Gibraltar Electricity Authority (GEA), Gibraltar Car Parks, the DLA and the CWGC. CK reminded Members that the CWGC had originally objected to the application and had also raised legal concerns regarding lease issues. CK went on to confirm that the CWGC had since had the opportunity to review and comment on the revised plans for the CoS and they have confirmed that they are happy to support the revised proposals and that their legal team is working in parallel with the applicant's team to ensure that the verbal agreement and broad understanding they have, is supported and reflected with the correct legal documentation, which is key to the CGWC being in a position to transfer part of the land correctly, and to protecting the memorial space, as one of tranquillity in perpetuity.

CK provided a summary of consultee feedback on the proposal confirming that DLA had been consulted on the additional information submitted by the applicant to address their original objection and that the TPD were awaiting formal confirmation that this matter had now been addressed.

CK confirmed that the DOE welcome the extensive consideration of passive measures for the building and the fact that it is predicted to meet the NZEB rating and recommend that a further predictive EPC is produced once further design particulars are established to ensure that the development meets NZEB prior to the commencement of the development, as well as raising other standard environments for the development.

CK advised that the Director of Civil Aviation (DCA) had confirmed that they have consulted with the MoD authorities at RAF Gibraltar and that they are content for Planning Permission to be granted subject to conditions relating to physical safeguarding, lighting, reflective glare, bird hazard management, FOD management and cranes.

CK also confirmed that the MoT had welcomed that the access will be via the original intended entry and exit to the car park, had queried whether the existing car park will remain open during the construction process, and confirmed that the proposal to provide a pedestrian crossing adjacent to the Cross of Sacrifice is to be done once CEPSA vacates the existing site. MfH, TSD and the Traffic Commission had no objections to the proposed development.

CK set out the TPD assessment of the application confirming that the design parameters established by the Commission in the outline application had been adhered to and the applicant had engaged with the department and other consultees to address earlier concerns. The applicant had worked with the CWGC to accommodate their proposals. CK confirmed that the TPD's concern regarding the western façade of Monument Place has been resolved and the overall design of the development had been improved. CK confirmed that greening has been maximised through the incorporation of green walls, sedum roofs and substantive landscaping and that whilst the TPD had acknowledged that there were minor changes in the context of the residential aspect of the development, in planning terms there are no concerns and the changes did not result in any residential amenity issues. CK also confirmed that the OLS breach has been addressed, however the MOD still needed to withdraw objections based on the revised AS. CK welcomed the dialogue with the CWGC and the applicant and stated that there are no planning objections to the proposals for the CoS.

CK recommended that overall, the TPD consider that the application is recommended for approval subject to MOD clearance, the submission of a full set of architectural drawings to reflect the final scheme that has been submitted and subject to the conditions set out in assessment and to address consultee comments.

Following the planning assessment, the Chairman concluded that sensitive treatment of the Cross of Sacrifice and OLS breach had been addressed by the applicant.

CAM noted that the GHT was pleased to see the efforts to keep the CoS in the existing location and making the monument relevant to 21st century. CAM added that the wider elements of the scheme, as well as the reduced heights, are acceptable and overall, the Devil's Tower Road environment would be improved. She noted that there will be an increase in pedestrian traffic on public footways and the existing crossing, especially because of the number of students.

CK confirmed that there will be two crossings at the existing petrol station across Devils Tower Road and across the Winston Churchill Avenue with full access and pedestrian circulation provided around the Sundial roundabout.

JH voiced concerns regarding the real assessment for access of students and public from both the perspective of walkers and drivers, as visibility is obscured here, and pavements are narrow. JH requested briefing on use of the existing car park and if it will serve as the Park and Ride facility in the future. JH requested feedback on cycling lane enroute to the border and the relation of the access/egress point to the car park as well as on any ideas on a new roundabout before the runway. JH added that ESG agrees on preventing antisocial behaviour in the area and finally suggested that a reduced paved area around the CoS would give more space to green surfaces as at the moment there is a little forest albeit unmanaged.

The Chairman confirmed the whole area will change due to the Stadium proposals and in terms of the traffic arrangements and access to and from the car parking building, the Ministry of Transport is involved, and concerns will be raised as they are valid points.

On behalf of the CWGC, James Wignal (WS) responded and shared insights into the design considerations and aims of the revised CoS design. In terms of the height of walls, he confirmed the approach was to block out the sound of traffic via screening, but to avoid it becoming an

imposing structure the height is set at approximately 2.3 meters to achieve serenity and cast some shadow over the bench and people sitting and reflecting there during summer time. In terms of discouraging antisocial behavioural in the enclosure at the rear, they have provided openings into the area to see directly into the enclosure from the building, with a main one framing the CoS to give a sense of intimacy whilst having surrounding eyes on site and the rear, and will be illuminated at night. JW explained that in the centre is the hard standing pavement around which native vegetation is arranged.

Following the request for clarification from GM on the rammed walls around CoS and height of the enclosure and its relation to the building behind, JW explained that in alignment with sustainability considerations, low embodied carbon materials were selected with acoustic qualities which suppresses traffic sounds as it is a place of contemplation. JW went on to confirm that the selection is a contemporary addition that contrasts with limestone of the cross through a subtle change in light and texture and is referencing the historic Moorish Castle. JW confirmed that limestone had been considered but the selection of materials was a reference to Gibraltar's past and in terms of the enclosure, it needs to be higher to provide intimate places of contemplation but not too high to encourage antisocial behaviour.

Gareth Hardware (GH) added that the reuse of materials is an important point in achieving low carbon and sustainable materials and they are working with the Gibraltar Botanical Garden on the proposals for the Garden.

MEEC emphasised that scheme shall be 100% electric friendly and praised the engagement and joint work process during the evolution of the plans and thanked the CWGC's engagement. MEEC added that public parking will be available there throughout the construction process.

BB responded to JH comment on trees and pictures stating that KB informed them that due to the enhanced elevation, the retained trees will have more area to flourish now the vertical fins have been omitted and gave assurance that they could add more trees if conditioned in a permission as they are committed to delivering them.

The application was unanimously approved by Members subject to MOD clearance, the submission of a full set of architectural drawings to reflect the final scheme that has been submitted and subject to the conditions set out in assessment and to address consultee comments.

128/24 – O/19075/24 – 20/22 Queensway -- Proposed construction of a mixed-use development comprising of residential, commercial, retail and a park with amenities.

CK presented the application and explained its relevance in its context and setting. CK explained that due to the substantive changes required by the DPC when granting the initial outline planning permission for the site, the applicant has opted to submit a new outline application for a revised scheme, rather than proceeding directly to a full application.

CK confirmed that TPD has engaged with the applicant's team over a series of meetings in respect of the development of the revised scheme which has now been tabled for consideration and explained that the applicant had made a number of substantive modifications to the development to try and address the Commission's feedback on the original application. This includes significantly reducing the massing of the development along the south/southeast corner of the site along Queensway in order to provide a more and gradual transition in built form from street level to the roof top park to form links to Campion park, the incorporation of No. 4 Dock site to be used as a tropical garden with water features, potential provision of a communal space and recycled water reservoir and delineated at ground level where proposals include the provision of an open air theatre within a new plaza surrounded by commercial uses, the redesign of the residential element of the scheme to ensure that this is not taller than the highest point of the Mid Town development, the reduction of the total number of public parking provision by 45% and the reduction of proposed access/egress point onto Queensway to one.

CK added that the proposal includes sustainability measures to meet NZEB requirements including EV charging points, green roofs, PV panels and passive design measures and natural ventilation. CK confirmed that the scheme will include substantive landscaping including the wide-spread planting of trees and shrubs throughout the roof top park and the planting of trees at street level along Bishop Caruana Road and Admiral Rooke Road, as well as the installation of green living walls and the use of permeable surfaces throughout areas of the rooftop park.

CK confirmed that the application had been subject to public participation and that no valid representations had been received. CK noted that one set of representations had been received after the public participation period ended, however, these cannot be considered by Members.

CK advised Members on comments that had been received from consultees and detailed their respective comments and technical requirements. CK advised Members that the DLA had confirmed that as part of the application for full planning permission the applicant will be required to liaise with them during design development and submit the necessary assessments and structural justification to confirm that the proposed development is not considered to be 'vulnerable' in the context of the Gibraltar Berths Explosives Arcs'.

CK highlighted that in respect to heritage the MfH's understanding is that the No. 4 Dock was filled in but never drained, so it is highly likely that artefacts of interest will be found within the boundary of the dock walls during its excavation, and they believe the caisson (dock gate) was left on site and any findings during excavation of the No. 4 Dock should be retained in - situ and if so, it would be beneficial to retain these and incorporate them into the design as a testament to the heritage of the site. CK noted that the MfH confirm that heritage interpretation should be incorporated on site and a Desk Based Assessment (DBA) and would need to be submitted in support of the full application.

In respect of transportation, CK confirmed that the MoT confirmed that the proposed parking being provided is more than the regulations and they require bicycle parking to be provided in the development including on street and sheltered bicycle parking. CK also advised that the MoT has confirmed that the proposed exit/ entry onto Queensway Road (adjacent to Edinburgh

House) is to be designed to allow for 2-way traffic into/ out of Edinburgh Estate and advised that the removal of the northbound Mid-Harbour bus stop (on Bishop Caruana Road), which has been omitted from the plans will need to be re-provided moving forward, as it is in the interest of keeping and improving public transport and encouraging the use of sustainable forms of transport.

CK informed the Members that the TPD consider that concerns with the previous outline application had been addressed in the revised scheme and that the delineation of the No. 4 Dock within the development has been utilized to address previous townscape concerns with the project and through opening up the southern part of the site, firm connections between the roof top garden at podium level and existing leisure aspects including Campion Park and Commonwealth Park have been established improving permeability and legibility throughout the site. CK advised Members that the TPD is encouraged that the overall scheme has not been diluted through the changes that have been made to date, and hope that the scheme is not watered down should the Commission be minded to approve the outline application.

CK went onto confirm the previous outline application was subject to the requirement for a number of technical reports to address transport, heritage and environmental requirements to be submitted and these requirements should be transposed to an Outline Planning Permission if the Commission approves this scheme and advised that the TPD has a couple of minor matters to be addressed in the full application including the reinstatement of the bus stop on Bishop Caruana Road and ensuring that the public passage through the central part of the site provides an inviting environment for pedestrians using it.

CK confirmed that overall, the TPD consider that proposed development has addressed the concerns it had with the original outline submission on the site, that the scheme generally complies with planning policy and the TPD recommends that the Commission should resolve to approve the outline application subject to conditions to address the points raised in the assessment as well as consultee feedback.

The Chairman thanked the applicant and the architectural team for their effort and collaborative approach and in particular the treatment and exposure of the historic dock and its potential to contribute to a wider public use.

GM sought and received clarification from the architects on the heights of residential buildings as seen on the visuals which has been limited to the highest point in Midtown.

CAM requested that the heritage bodies be consulted in relation to the setting of the listed Kings Bastion and No. 4 Dock in the context of the proposed development as it progresses. CAM also emphasised that whilst the Dock No 4 incorporation has improved legibility and strengthened the connection between the public realm on the east, in the context of the adjacent site on the south (current St Johns site), that any development there should not undo the efforts of exposing the dock and the linkages created between communal uses by overshadowing the leisure area proposed in this application. CAM noted that no details have been provided in this respect and the Trust has no knowledge of the development intentions on the adjacent southern site.

MICS required and received confirmation from the architectural team that a minimum of 120 public car parking spaces are to be provided in the development. The agent, Joaquim

Rodriguez (JR) confirmed that the management and maintenance of the leisure components on the roofs will be managed by the developer and that the applicant is considering the provision of a youth facility within the No. 4 Dock.

MEEC requested clarification on the three tennis courts and suggested this to be converted to green area or any other open recreational use in a city centre context. MEEC also stressed that landscaping must be adaptive and integrated to Campion and Commonwealth parks and asked for the inclusion of bold water features on different levels from basement – podium – ground floor levels and potential cascades to Queensway and/or to the exposed Dock.

The Chairman confirmed that a condition could be added to provide water features within the development in the full planning application.

JH welcomed the evolution of the design and confirmed that ESG was consulted by the architectural team. JH clarified that the 3 courts in the green area were for padel and NOT tennis. JH also raised the impact of the development on residential amenities in the surrounding areas and requested clarification on capacity limitations on different parts for public use and residential interests. JH also highlighted that the 'green triangle' as seen on the visuals, was in fact the adjacent site on the south and is currently being looked at as a potential site for the police and fire services and stated that even if that development has not yet applied for planning permission, its use or development could ruin the effort incorporated into the aspect of the public amenities of this application and that there could be a number of potential bad outcomes including sense of encroachment and enclosure and overshadowing. JH requested that the two developments to be considered in context of each other and ask for clarification from TPD.

The Chairman advised the Members that TPD does not have any information on the development plans for the adjacent site other than the public knowledge that the emergency services are to be relocated there.

MICS informed the Commission that plans for the relocation of the emergency services to the site to the south are being worked on and will be finalised soon and expressed his support for the proposals.

MEEC voiced disagreement with MICS and stressed that area to the south has to be considered in conjunction with this development and that cumulative impacts should influence the consideration of subsequent developments.

The Chairman called for vote on whether to approve the application as per the TPD's recommendations with the following result:

For – 10

Against – 0

Abstentions – 1

The application was approved by majority vote and subject to the conditions set out in assessment and to address consultee comments.

Other Developments

129/24 – F/19003/2333 – Ocean Village Promenade -- Proposed internal refurbishment, replacement of awnings with glass curtains and replacement of signage.

CK confirmed that the applicant had requested deferral of the application to have further discussions with the TPD.

Minor and Other Works– not within scope of delegated powers

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

130/24 – F/18843/23 – Tradewinds, Bayside Road -- Proposed facade remediation works including removal of existing cladding, re-installation of fire barriers, and installation of new cladding to match existing.

This application was approved.

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

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

131/24 – O/18282/22 – Rock Gardens Main Building -- Proposed extension to building with 2 additional residential units, providing a new lift, plus new gym and ancillary works.

Consideration of request to renew Outline Planning Permission No 8561.

132/24 – F/18848/23 - 9 Calpe Barracks -- Proposed loft conversion to residence and ancillary works.

Consideration of revised proposals to introduce a new window on main elevation to address GFRS objection to proposed development and Subcommittee feedback.

133/24 – F/19058/24 – 3 Europa View Terrace, 73 Europa Road -- Retrospective application for extension involving patio enclosure and new toilet.

134/24 – F/19103/23G – Sundial Roundabout, John Mackintosh Square, Trafalgar Cemetery, Pillars of Hercules and Europa Point -- Proposed installation of selfie posts.

GoG Application.

135/24 – A/19090/24 – Unit A, The Tower, Marina Bay -- Retrospective change of existing fascia signage.

136/24 – MA/18716/23 – 14 Mount Road -- Demolition of existing dwelling and construction of new single dwelling.

Consideration of Minor Amendments including:

- *garage slab extension;*
- *ground floor plant room alterations;*

- *first floor balcony extension;*
- *roof level planters; and*
- *roof level toilet, plant room and kitchen area.*

Consideration of render sample to discharge Conditions 2 and 3 of Supplemental Planning Permission No 4636B.

137/24 – MA/18951/23 – North Gorge, Europa Road -- Proposed construction of an eco-sustainable residential development comprising 48 no. residential units, access roads, storerooms, extensive landscaping and other associated site works.

Consideration of proposed minor amendments including:

- *displacement of Houses 26 – 28 westwards to observe more distance to the existing tree;*
- *design updates to House 40;*
- *design updates to bin store;*
- *internal layout update to House 12;*
- *definition of boundary wall rebuild between North Gorge and Buena Vista Estate; and*
- *internal layout of stores updated.*

and

Consideration of information to discharge the following conditions of Supplemental Planning Permission No. 8128C:

- *Condition No 10 - Landscaping Phase 1 (partial);*
- *Condition No 19 - Nesting Boxes; and*
- *Condition No 25 - External Lighting.*

138/24 – MA/19042/24 – 9 Cannon Lane -- Proposed refurbishment of building and construction of a two-storey extension.

Consideration of Minor Amendments including:

- *installation of fixed glazed Crittal styled windows in newly formed archway to match existing style to enclose walkways overlooking the internal court;*
- *reconfiguration of internal layouts to provide five x hotel rooms on each level from first to fourth floors (total 20 rooms);*
- *installation of bespoke fixed bar by specialists on the roof terrace level;*
- *installation of feature down-lighters; and*
- *adjustment to rear fire exit stairs and at ground floor level change to the opening direction of main entrance hall door and the entrance to the enclosed main staircase.*

139/24 – MA/19093/24 – Eurocity, Europort Avenue -- Proposed mix use development comprising 366 residential units in three towers with associated retail and commercial space, vehicular access, car parking, motorcycle and cycle parking, amenity areas, landscaping, and public realm.

Consideration of Minor Amendments including:

- *change of stamps to stairs on main access stairs to the commercial areas.*

140/24 – 1555/ P/053/24 – 4B Maida Vale -- Refurbishment, re-rendering, and repainting of façade columns to property and surrounds on a like-for-like basis.

141/24 – 1555/ P/054/24 – 17 Chatham Counterguard -- Refurbishment, re-rendering and repaint of façade of property and surrounds on a like-for-like basis.

142/24 – Any other business

No other business was raised by Members.

The meeting concluded and the next meeting was confirmed for 25th April 2024.

Chris Key

Secretary to the

Development and Planning Commission