

APPLICATION NO: 26/00001/REM		OFFICER: Michelle Payne
DATE REGISTERED: 2nd January 2026		DATE OF EXPIRY: 3rd April 2026 <small>(extension of time agreed until 27th April 2026)</small>
DATE VALIDATED: 2nd January 2026		DATE OF SITE VISIT:
WARD: Benhall / The Reddings and Fiddlers Green		PARISH:
APPLICANT:	HBD Golden Valley Limited	
AGENT:	hgh Consulting	
LOCATION:	Land At West Cheltenham Southern Parcel Fiddlers Green Lane Cheltenham	
PROPOSAL:	Application for the approval of Reserved Matters (layout, scale, appearance, landscaping and access) for Phase 1 of development pursuant to Outline Planning Permission 23/01875/OUT for an Innovation Centre with ancillary cafe and event spaces (Class E), a Mobility Hub (Sui Generis) with flexible retail (Class E) and community uses (Class F) on the ground and first floor, and all associated infrastructure and open spaces.	

UPDATE TO OFFICER REPORT

- 1.1 Since publication of the main agenda, the following additional comments have been received from the Tree Section confirming that the revised proposed landscaping and tree planting is now supported.

15th April 2026

Following receipt of the proposed changes in response to the previous CBC Trees Officer response, the proposed landscape planning in this area is appropriate.

It is assumed that drawings can be submitted which reflect the changes outlined in the document received 13/4/26.

This is in line with GE13 of the Local Plan and the CBC Tree Strategy of February 2026.

20th April 2026

Rev 7 drawings Proposed Tree Strategy (Landscape drawings and plant schedule) are as discussed.

Despite CBC Trees Officer advice to plant smaller specimens, there is a determination to plant extremely large trees which will create an instant impact at the time of planting. As such, it is imperative that these large trees have regular aftercare (watering and mulching etc) so as to help ensure that they establish and begin to grow as soon as possible. It is anticipated that this may take several (5?) years prior to the onset of meaningful growth.

- 1.2 As the revised tree strategy has now been submitted and agreed, condition 10 suggested in the main officer report is no longer required and has been omitted. The applicant is fully aware of the TS advice in relation to regular aftercare.
- 1.3 It is also suggested that the wording of condition 4 relating to external materials and finishes is amended to make it clearer that the construction of sample panels is

required prior to above-ground construction works and not prior to the overall commencement of development.

- 1.4 With reference to the late representations received in relation to a loss of biodiversity in this part of Cheltenham, and its loss being compensated elsewhere, as the main report sets out at 6.5.9, the use of Leckhampton Hill Farm was agreed at outline stage and cannot be revisited as part of this application for the approval of reserved matters.
- 1.5 With particular regard to the local area, it should be noted that currently the site is not publicly accessible, but the proposed development will provide new public access and green infrastructure for new and existing residents.
- 1.6 There are no further updates, and the officer recommendation remains to grant approval of the reserved matters in relation to phase 1 subject to the amended schedule of conditions suggested below:

2. AMENDED CONDITIONS LIST

- 1 The development shall be begun not later than the expiration of two years from the date of this decision.

Reason: To accord with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The reserved matters hereby granted shall be carried out in accordance with the approved plans listed in Schedule 1 of this decision notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Prior to the commencement of development of the Mobility Hub (excluding site clearance and enabling works), a revised Embodied Carbon Assessment for the Mobility Hub shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:
 - a) Reflect the final system-build structural design;
 - b) Quantify upfront embodied carbon (A1–A5) and whole life carbon (A1–C) emissions using a recognised methodology;
 - c) Demonstrate the level of betterment achieved compared to the figures presented within the approved Energy and Sustainability Statement (Revision P03); and
 - d) Confirm how the final design aligns with the embodied carbon objectives established by the outline planning permission (ref. 23/01875/OUT).The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development delivers the anticipated embodied carbon improvements arising from the system-build approach, in accordance with the outline planning permission.
- 4 No above-ground construction of the Innovation Centre and Mobility Hub buildings shall take place until sample panel(s) have been constructed on site and inspected and approved in writing by the Local Planning Authority. The sample panel(s) shall demonstrate the external materials and finishes, including bricks, mortar mix, window and door frames, and cladding panels. The development shall thereafter be carried out in accordance with the approved details with the approved sample

panel(s) retained on site and made available for inspection by the Local Planning Authority for the duration of the construction works.

Reason: To ensure a high-quality finish to the development in the interests of the character and appearance of the area, having regard to adopted policy D1 of the Cheltenham Plan (2020) and adopted policy SD4 of the Joint Core Strategy (2017).

- 5 The development hereby granted shall not be brought into use until the means of access for vehicles, pedestrians and cyclists have been constructed and completed in accordance with the following plans as included within the Transport Statement dated 6th March 2026 (Revision: V1) Appendix H:
- PD01 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Improvements at Telstar Way;
 - PD01.1 (Rev. A) General Arrangement of Proposed Shared Pedestrian/Cycle Route Along Fiddler's Green Lane; and
 - PD01.2 (Rev. A) General Arrangement of Proposed Pedestrian/Cycle Link to Mobility Hub.

Reason: To ensure conformity with the submitted details and in the interests of highway safety.

- 6 In the event that the access road is to remain private, a Streets Management Plan (SMP) shall be submitted to and approved in writing by the Local Planning Authority prior to its construction. The SMP shall include:
- a) details of the construction and maintenance of all roads, footways, cycleways and associated infrastructure which will be open to the public and be the sole responsibility of the owner; and
 - b) details of the proposed drainage, street lighting, vertical and horizontal alignment including long and cross section detailing proposed gradients, construction specifications and any other technical elements necessary to support Technical Approval for future adoption options.

Reason: To ensure the roads, footways, cycleways and associated infrastructure will be constructed and maintained in perpetuity, in a suitable condition for all users.

- 7 The development hereby granted shall not be brought into use until visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 34 metres in each direction measured along the nearside edge of the adjoining carriageway and offset a distance of 0.6 metres from the edge of the carriageway. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above carriageway level.

Reason: In the interests of highway safety.

- 8 The development hereby granted shall not be brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of carriageway shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjoining ground level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

- 9 The development hereby permitted shall be carried out in full accordance with the submitted Phase Biodiversity Gain Plan: Form for Individual Phases of a Phased Development (Ref: 26/00001/REM, prepared by Rob Forbes, dated 01/04/2026), including the associated biodiversity metric calculations and supporting documentation.

All on-site habitat creation, enhancement, and protection measures identified within the approved documents shall be implemented in accordance with the approved details and retained thereafter.

Where the approved Biodiversity Gain Plan identifies the need for off-site biodiversity units to achieve the stated biodiversity outcomes, these units shall be secured through an appropriate mechanism prior to completion of the final phase of the development, and evidence of such securing shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that biodiversity impacts arising from the development are appropriately mitigated and compensated for, and to secure the delivery of biodiversity enhancements in accordance with the submitted Biodiversity Gain Plan.

Whilst the development is not subject to the mandatory biodiversity gain condition as set out in Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021), the applicant has made a voluntary commitment to deliver biodiversity net gain. This condition ensures that the proposed ecological measures, which form part of the basis for the acceptability of the scheme, are secured and implemented.

This is in accordance with Paragraphs 180 and 186 of the National Planning Policy Framework, which require planning decisions to minimise impacts on and provide net gains for biodiversity, and with Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended), which places a duty on public authorities to have regard to the purpose of conserving biodiversity.

- 10 Servicing (deliveries and bin collections) for the Innovation Centre and Mobility Hub shall be carried out only between the hours of 6am and 8pm.

Reason: To safeguard the amenity of adjacent properties and the general locality, having regard to adopted policy SL1 of the Cheltenham Plan (2020) and adopted policy SD14 of the Joint Core Strategy (2017).